



**URADNI LIST**  
**REPUBLIKE SLOVENIJE**  
**MEDNARODNE POGODBE**

Številka 16 (Uradni list RS, št. 58)

30. september 1994

ISSN 1318-0932

Leto IV

83.

Na podlagi druge alinee prvega odstavka 107. člena in prvega odstavka 91. člena Ustave Republike Slovenije izdajam

**U K A Z**

**O RAZGLASITVI ZAKONA O RATIFIKACIJI SPORAZUMA MED VLADO REPUBLIKE SLOVENIJE IN VLADO KRALJEVINE ŠVEDSKE O MEDNARODNEM CESTNEM PREVOZU POTNIKOV IN BLAGA IN DODATNEGA PROTOKOLA K SPORAZUMU TER SPORAZUMA O SPREMEMBAH IN DOPOLNITVAH DODATNEGA PROTOKOLA**

Razglušam Zakon o ratifikaciji Sporazuma med Vlado Republike Slovenije in Vlado Kraljevine Švedske o mednarodnem cestnem prevozu potnikov in blaga in dodatnega protokola k sporazumu ter sporazuma o spremembah in dopolnitvah dodatnega protokola, ki ga je sprejel Državni zbor Republike Slovenije na seji dne 19. julija 1994.

Št. 012-01/94-98

Ljubljana, dne 27. julija 1994.

Predsednik  
Republike Slovenije  
**Milan Kučan** l. r.

**Z A K O N**

**O RATIFIKACIJI SPORAZUMA MED VLADO REPUBLIKE SLOVENIJE IN VLADO KRALJEVINE ŠVEDSKE O MEDNARODNEM CESTNEM PREVOZU POTNIKOV IN BLAGA IN DODATNEGA PROTOKOLA K SPORAZUMU TER SPORAZUMA O SPREMEMBAH IN DOPOLNITVAH DODATNEGA PROTOKOLA**

1. člen

Ratificira se Sporazum med Vlado Republike Slovenije in Vlado Kraljevine Švedske o mednarodnem cestnem prevozu potnikov in blaga in dodatni protokol k sporazumu, ki sta bila podpisana v Noordwijku 27. maja 1993, ter sporazum o spremembah in dopolnitvah dodatnega protokola, sklenjen z izmenjavo not z dne 10. 12. 1993 in 5. 4. 1994.

2. člen

Sporazum, dodatni protokol k sporazumu ter sporazum o spremembah in dopolnitvah dodatnega protokola se v izvirniku v angleškem jeziku ter v slovenskem prevodu glasijo:

**A G R E E M E N T**  
**BETWEEN THE GOVERNMENT OF THE REPUBLIC OF SLOVENIA AND THE GOVERNMENT OF THE KINGDOM OF SWEDEN ON INTERNATIONAL TRANSPORT OF PASSENGERS AND GOODS BY ROAD**

The Government of the Republic of Slovenia and the Government of the Kingdom of Sweden, hereinafter referred to as the Contracting Parties, desirous of promoting, in the interest of their economic relations, the development between the two countries of transport of passengers and goods by road, have agreed as follows:

**S P O R A Z U M**  
**MED VLADO REPUBLIKE SLOVENIJE IN VLADO KRALJEVINE ŠVEDSKE O MEDNARODNEM CESTNEM PREVOZU POTNIKOV IN BLAGA**

Vlada Republike Slovenije in Vlada Kraljevine Švedske, v nadaljevanju pogodbenici, sta se v želji, da bi v interesu njunih gospodarskih odnosov pospešili razvoj cestnega prevoza potnikov in blaga med državama, dogovorili o naslednjem:

## I. SCOPE

## Article 1

The provisions of this Agreement shall apply to the international carriage of passengers and goods by road for hire or reward or on own account between the territories of the Contracting Parties and in transit through either territory. The provisions also apply to the carriage of passengers and goods within the territory of a Contracting Parties and a third country with vehicles registered in the other Contracting Party.

## II. DEFINITIONS

## Article 2

For the purpose of this Agreement:

1. the term »carrier« shall mean a natural or legal person, who is established in either of the Contracting parties and legally admitted in the country of establishment to carry out international transport of passengers and goods by road for hire or reward or on own account in accordance with the relevant national laws and regulations;
2. the term »vehicle« shall mean a motor vehicle or a coupled combination of vehicles of which at least the motor vehicle is registered in either Contracting Party and which is used exclusively for the carriage of passengers and/or goods by road;
3. the term »passenger motor vehicle« shall mean any power driven vehicle having more than 9 seats, including the drivers seat;
4. the term »regular passenger services« shall mean services which provide for the carriage of passengers at specified intervals along specified routes, passengers being taken up and set down at predetermined stopping points.

## III. PASSENGER TRANSPORT

## Article 3

All passenger transport operations for hire or reward or on own account by passenger motor vehicles to, from or within the two Contracting Parties or in transit through their territories are subject to the licensing regime except those specified in Article 6.

## Article 4

1. Regular services between the two countries or in transit through their territories shall be approved jointly by the competent authorities of the Contracting Parties.
2. Each competent authority shall issue an authorisation for the portion of the itinerary which is performed in its territory.
3. The competent authorities shall jointly determine the conditions of the authorisation, namely its duration, the frequency of the transport operations, the time tables and the scale of tariffs to be applied, as well as any other detail necessary for the smooth and efficient operation of the regular service.
4. The application for an authorisation shall be addressed to the competent authority of the country of registration of the vehicle, which has the right to accept it or not. In case the application does not raise objection, this competent authority shall communicate it to the competent authority of the other Contracting Party.

## I. OBSEG SPORAZUMA

## 1. člen

Določbe tega sporazuma veljajo za mednarodni cestni prevoz potnikov in blaga na podlagi najema ali proti plačilu ali za svoj račun med ozemljema pogodbenic ter v tranzitu čez njuni ozemlji. Določbe veljajo tudi za prevoz potnikov in blaga na ozemlju ene od pogodbenic (kabotaža) in med eno od držav pogodbenic in tretjo državo z vozili, ki so registrirana v drugi državi pogodbenici.

## II. DEFINICIJE

## 2. člen

Za namene tega sporazuma:

1. izraz »prevoznik« označuje fizično ali pravno osebo, ki je ustanovljena v katerikoli državi pogodbenici in v državi ustanovitve pravno priznana za izvajanje mednarodnega cestnega prevoza potnikov in blaga na podlagi najema ali proti plačilu ali za svoj račun, v skladu z ustreznimi državnimi zakoni in predpisi;
2. izraz »vozilo« označuje motorno vozilo ali kombi-nacijo vozil, od katerih je vsaj motorno vozilo registrirano v eni od držav pogodbenic, in ki se uporablja izključno za cestni prevoz potnikov in/ali blaga;
3. izraz »potniško motorno vozilo« označuje vsako vozilo na motorni pogon, ki ima več kot devet sedežev, vključno z voznikovim sedežem;
4. izraz »redne storitve v potniškem prometu« označuje storitve prevoza potnikov na določenih progah v določenih intervalih, pri čemer potniki lahko vstopajo ali izstopajo na vnaprej določenih postajah.

## III. PREVOZ POTNIKOV

## 3. člen

Za vse dejavnosti potniškega prevoza na podlagi najema ali proti plačilu ali za svoj račun s potniškimi motornimi vozili v državi pogodbenici, iz njiju ali na njunem ozemlju ali v tranzitu čez njuni ozemlji, so potrebna dovoljenja, razen za dejavnosti, določene v 6. členu.

## 4. člen

1. Linijski promet med državama ali v tranzitu čez njuni ozemlji skupno potrdijo pristojni organi pogodbenic.
2. Vsak pristojni organ izda dovoljenje za tisti del itinererja, ki se izvaja na njegovem ozemlju.
3. Pristojni organi skupaj določijo pogoje za izdajo dovoljenj, to je čas njihove veljave, pogostost prevoznih dejavnosti, vozni red in veljavne tarife kot tudi vse ostale podrobnosti, ki so potrebne za nemoteno in učinkovito delovanje rednega prometa.
4. Vlogo za pridobitev dovoljenja je treba nasloviti na pristojne organe države, v kateri je registrirano vozilo. Ti imajo pravico vlogo sprejeti ali zavrniti. Če pristojni organ vloži ne nasprotuje, to sporoči pristojnemu organu druge pogodbenice.

5. The application shall be furnished with documents containing the necessary details (proposed time tables, tariffs and route, period during which the service is to be operated during the year and the date on which the service is intended to begin). The competent authorities may require such details as they seem appropriate.

#### Article 5

Any non-regular service, not covered by Article 6, is subject to licensing. Applications for licences shall be submitted to the competent authority of the Contracting Party in whose territory the carrier is established, which transmits these applications to the competent authority of the other Contracting Party with its remarks.

#### Article 6

No licence shall be required when the same persons are carried by the same vehicle either:

a) on a round trip beginning and intended to end in the country of registration of the vehicle, or

b) on a journey starting at a place in the country of registration of the vehicle and ending at a destination in the territory of the other Contracting Party, provided that, save where otherwise authorized, the vehicle returns empty to the country of registration, or

c) on a transit service of occasional character.

In addition, no licence shall be required for the entry into the territory of the other Contracting Party with an empty passenger motor vehicle provided that all passengers are taken up at the same stopping point in the territory of the other Contracting Party and are carried to the country of registration of the vehicle, and that

d) the passengers are, through contracts concluded before the arrival in that territory, divided into groups by a non-contracting party, or that

e) the passengers on conditions referred to under b) previously have been carried by the same carrier to the territory of the other Contracting Party, or that

f) the passengers have been invited to the territory of the other Contracting Party, whereby the costs for the carriage shall be provided by the natural or legal person responsible for the invitation. The passengers shall form a homogenous group, established not only for the purpose of the journey.

### IV. GOODS TRANSPORT

#### Article 7

Carriers of one Contracting Party, who in accordance with their national legislation have the right to perform international transport of goods, may perform such transport between the territories of the two Contracting Parties and in transit across these territories.

#### Article 8

A carrier domiciled in the territory of a Contracting Party shall not undertake the transport of goods between two points in the territory of the other Contracting Party, unless a licence for that purpose is granted by the competent authority of that other Contracting Party.

### V. GENERAL PROVISIONS

#### Article 9

The undertaking of a transport operation by a carrier of one of the two Contracting Parties from the territory of the other to any third country or vice-versa is prohibited, unless a licence for that purpose is granted by the competent authority of that other Contracting Party.

5. K vlogi je potrebno priložiti dokumente, ki vsebujejo vse potrebne podrobnosti (predlagane vozne rede, tarife in proge, obdobje, v katerem se prevoz opravlja med letom in datum začetka prevoza). Pristojni organi lahko zahtevajo takšne podrobnosti, kadar menijo, da je to potrebno.

#### 5. člen

Za ves izvenlinijski promet z izjemo 6. člena je potrebno imeti dovoljenje. Vloge za pridobitev dovoljenja je potrebno nasloviti na pristojni organ pogodbenice, na katere ozemlje je prevoznik ustanovljen, ki te vloge skupaj s svojimi pripombami posreduje pristojnemu organu druge pogodbenice.

#### 6. člen

Dovoljenje ni potrebno, če isto vozilo vozi iste osebe:

a) na krožni vožnji z izhodiščno in namembno točko v državi, kjer je vozilo registrirano, ali

b) na potovanju z izhodiščnim mestom v državi, kjer je vozilo registrirano ter namembnim mestom na ozemlju druge pogodbenice, pod pogojem, da se vozilo prazno vrne v državo, kjer je registrirano, če ni drugače določeno, ali

c) v tranzitnem prometu priložnostnega značaja.

Poleg tega dovoljenje ni potrebno za vstop praznega potniškega motornega vozila na ozemlje druge pogodbenice, če to na ozemlju druge pogodbenice pobere vse potnike na isti postaji in jih odpelje v državo, v kateri je vozilo registrirano, in

d) če so bili potniki s pogodbo, sklenjeno pred prihodom na to ozemlje, razdeljeni v skupine s strani nepogodbene stranke, ali

e) če je potnike pod pogoji, določenimi pod točko b), že prej na ozemlje druge pogodbenice vozil isti prevoznik, ali

f) če so bili potniki povabljeni na ozemlje druge pogodbenice, s tem, da stroške prevoza krije fizična ali pravna oseba, ki je poslala povabilo. Potniki bodo tvorili enotno skupino, ki ni oblikovana samo zaradi tega potovanja.

### IV. PREVOZ BLAGA

#### 7. člen

Prevozniki ene pogodbenice, ki imajo v skladu s svojo državno zakonodajo pravico izvajati mednarodni prevoz blaga, lahko ta prevoz izvajajo med ozemljema pogodbenic ter v tranzitu čez njuni ozemlji.

#### 8. člen

Prevoznik s sedežem na ozemlju ene pogodbenice ne sme izvajati prevoza blaga med dvema točkama na ozemlju druge pogodbenice, razen če pristojni organ druge pogodbenice za to izda dovoljenje.

### V. SPLOŠNE DOLOČBE

#### 9. člen

Prevoznik ene pogodbenice ne sme izvajati prevoznih dejavnosti z ozemlja druge pogodbenice v katerokoli tretjo državo ali obratno, razen če pristojni organ druge pogodbenice za to ne izda dovoljenja.

## Article 10

1. As regards the weights and dimensions of the vehicles, each Contracting Party undertakes not to impose on vehicles registered in the territory of the other Contracting Party conditions which are more restrictive than those imposed on vehicles registered within its own territory.

2. Weight and dimensions of a vehicle must be in accordance with the official registration of the vehicle.

3. Carriers of either of the Contracting Parties shall be bound to comply with the laws and regulations of the other Contracting Party as regards weights and dimensions of vehicles on entering the territory of that Contracting Party.

4. A special licence is required if the weight and/or dimensions of a vehicle registered in either Contracting Party exceed the permissible maximum weight and/or dimensions in the territory of the other Contracting Party. The carrier has to obtain such a licence from the competent authority of that Contracting Party before entering its territory.

## Article 11

1. Vehicles of one Contracting Party carrying out transport in accordance with this Agreement in the territory of the other Contracting Party shall be exempted from all taxes, fees and other charges levied on the circulation and possession of vehicles in that territory.

2. The exemptions under this article shall not apply to road tolls and value added taxes nor to customs and excise duties on fuel consumption of motor vehicles, except the fuel being in the normal fuel-tanks of the entering vehicles.

## Article 12

Carriers and the crews of their vehicles must, when operating in the territory of the other Contracting Party, comply with the laws and regulations in force in that country.

## Article 13

If a carrier established in one Contracting Party, when in the territory of the other Contracting Party, infringes any provision of this Agreement, the competent authority of the Contracting Party in whose territory the infringement occurred shall, without prejudice to any lawful sanction applicable in its own territory, notify the other Contracting Party, which will take such steps as are provided for by its national legislation. The competent authorities of the Contracting Parties will inform each other of the sanctions that have been imposed.

## Article 14

In order to solve the problems and issues connected with the application of this Agreement, which can not be solved by a direct agreement between the two Contracting Parties, a Joint Committee will be established. The Joint Committee shall meet at the request of either Contracting Party and shall comprise representatives of the competent authorities of both Parties.

## Article 15

The Contracting Parties have agreed to lay down rules for the application of certain provisions of this Agreement in an Additional Protocol. The Additional Protocol shall form an integral part of the Agreement.

## 10. člen

1. Glede teže in dimenzij vozil se vsaka pogodbenica obvezuje, da za vozila, registrirana na ozemlju druge pogodbenice, ne bo postavljala pogojev, ki so bolj omejevalni od tistih za vozila, registrirana na svojem ozemlju.

2. Teža in dimenzije vozila morajo biti v skladu z uradno registracijo vozila.

3. Prevozniki katerekoli izmed pogodbenic morajo pri vstopu na ozemlje druge pogodbenice spoštovati zakone in predpise, ki veljajo za težo in dimenzije vozil v drugi državi pogodbenici.

4. Posebno dovoljenje je potrebno, če teža in/ali dimenzije vozila, ki je registrirano v eni ali drugi državi pogodbenici, presegajo največjo dovoljeno težo in/ali dimenzije na ozemlju druge pogodbenice. Prevoznik si mora pridobiti takšno dovoljenje pri pristojnem organu druge pogodbenice pred vstopom na njeno ozemlje.

## 11. člen

1. Vozila ene pogodbenice, ki izvajajo prevoz v skladu s tem sporazumom na ozemlju druge pogodbenice, so oproščena vseh davkov, pristojbin in drugih dajatev v zvezi s prometom ali posestjo vozil na tem ozemlju.

2. V skladu s tem členom pa niso oproščeni cestnin in davkov na dodano vrednost, niti carin in posrednih davkov na porabo goriva motornih vozil, razen goriva v običajnih rezervoarjih vstopajočih vozil.

## 12. člen

Prevozniki in posadke njihovih vozil morajo na ozemlju druge pogodbenice spoštovati zakone in predpise, ki veljajo v tej državi.

## 13. člen

Če prevoznik ene pogodbenice v času, ko je na ozemlju druge pogodbenice, krši določbe tega sporazuma, pristojni organ pogodbenice, na katere ozemlju se je zgodil prekršek, brez škode za zakonite sankcije, ki veljajo na njenem ozemlju, obvesti drugo pogodbenico, ki bo ukrepala v skladu s svojo državno zakonodajo. Pristojni organi pogodbenic obvestijo drug drugega o sprejetih sankcijah.

## 14. člen

Za reševanje vprašanj, povezanih z uporabo tega sporazuma, ki se jih ne da rešiti z neposrednim dogovorom med pogodbenicama, se ustanovi Mešana komisija. Mešana komisija se sestane na zahtevo ene izmed pogodbenic in jo sestavljajo predstavniki pristojnih organov obeh strani.

## 15. člen

Pogodbenici sta se sporazumeli, da bosta določili pravila za uporabo nekaterih določb tega sporazuma v Dodatnem protokolu. Dodatni protokol je sestavni del sporazuma.

## Article 16

Any modification of the present Agreement approved by both Contracting Parties shall come into force on the date on which the Contracting Parties have informed each other in writing of the completion of their respective constitutional requirements. Any modification of the Additional Protocol shall be agreed upon in writing between the competent authorities of either country and shall enter into force on a date to be determined by the said authorities.

## Article 17

1. This Agreement shall enter into force thirty days after the Contracting Parties have informed each other in writing of the completion of their respective constitutional requirements necessary to give effect to the Agreement.

2. The Agreement shall remain in force unless one of the Contracting Parties gives the other Contracting Party six months written notice of its intention to terminate it.

In witness whereof the undersigned, being duly authorized thereto, have signed this Agreement.

Done in duplicate at Noordwijk in the English language, both text being equally authentic.

For the Government of  
the Republic of Slovenia  
Igor Umek, (s)

For the Government of  
the Kingdom of Sweden  
Mats Odell, (s)

**ADDITIONAL PROTOCOL**  
to the Agreement between the Government of the  
Republic of Slovenia and the Government of the Kingdom  
of Sweden on the International Carriage of Passengers  
and Goods by Road

1. For the purpose of this Agreement the competent authorities are

**for the Slovenian side:**

- a) according to Articles 4, 5, 8, 13, 14 and 16  
Ministry of Transport and Communications  
(Ministrstvo za promet in zveze)  
Prešernova 23  
61000 LJUBLJANA, Slovenia
- b) according to Article 10  
Slovenian Road Companies  
(Slovenska cesta podjetja)  
Linhartova 7  
61000 LJUBLJANA, Slovenija

**for the Swedish side:**

- a) according to Articles 4 and 10  
National Road Administration  
(Vägverket)  
S-781 87 BORLÄNGE
- b) according to Articles 5, 8, 9 and 13  
National Board of Customs  
Traffic Division  
(Generaltullstyrelsen, Trafikbyran)  
Box 2267  
S-103 17 STOCKHOLM
- c) according to Article 14  
Ministry of Transport and Communications  
(Kommunikationsdepartementet)  
S-103 33 STOCKHOLM
- d) according to Article 16  
The Government of the Kingdom of Sweden.

## 16. člen

Vsaka sprememba tega sporazuma začne veljati na dan, ko se pogodbenici medsebojno pisno obvestita o izpolnitvi njihovih ustavnih zahtev. O vsaki spremembi Dodatnega protokola se pristojni organi obeh držav pisno sporazumejo in začne veljati z datumom, ki ga določijo omenjeni organi.

## 17. člen

1. Ta sporazum začne veljati trideset dni od dneva, ko sta se pogodbenici pisno obvestili, da so ustavne zahteve, potrebne za uveljavitev tega sporazuma, izpolnjene.

2. Sporazum ostane v veljavi, če ena od pogodbenic pisno ne obvesti druge šest mesecev vnaprej o svoji nameri, da odpove ta sporazum.

V dokaz tega so podpisani, v ta namen pooblašteni, podpisali ta sporazum.

Sestavljeno v dveh izvodih v Noordwijku v angleškem jeziku, pri čemer sta obe besedili enako verodostojni.

Za Vlado  
Republike Slovenije  
Igor Umek l. r.

Za Vlado  
Kraljevine Švedske  
Mats Odell l. r.

**DODATNI PROTOKOL**  
k sporazumu med Vlado Republike Slovenije in Vlado  
Kraljevine Švedske o mednarodnem cestnem prevozu  
potnikov in blaga

1. Za namen tega sporazuma so pristojni organi

**na slovenski strani:**

- a) za 4., 5., 8., 13., 14. in 16. člen  
Ministrstvo za promet in zveze  
Prešernova 23  
61000 LJUBLJANA, Slovenia
- b) za 10. člen  
Slovenska cestna podjetja  
Linhartova 7  
61000 LJUBLJANA, Slovenija

**na švedski strani:**

- a) za 4. in 10. člen  
Državna cestna uprava  
(Vägverket)  
S-781 87 BORLÄNGE
- b) za 5., 8., 9. in 13. člen  
Državna carinska uprava, Oddelek za promet  
(Generaltullstyrelsen, Trafikbyran)  
Box 2267  
S-103 17 STOCKHOLM
- c) za 14. člen  
Ministrstvo za promet in zveze  
(Kommunikationsdepartementet)  
S-103 33 STOCKHOLM
- d) za 16. člen  
Vlada Kraljevine Švedske.

2. In relation to Article 11 the Contracting Parties have agreed that

a) carriers established in the two Contracting Parties are obliged to pay road taxes levied on the distance covered by the vehicles when operating in the territory of the other Contracting party, i. e. the Swedish kilometer tax or the Slovenian tonne kilometer tax,

b) the Joint Committee may examine, on the basis of reciprocity, the possibility to allow tax concessions, which will be based on the principle of mutuality and which will be in conformity with the legal provisions of the two Contracting Parties,

c) in the event of a future abolition of the Swedish kilometer tax the Slovenian side shall decide on a mutual exemption of the tax levied per tonne kilometer in Slovenia.

Done in Noordwijk on 27. May 1993.

For the Government of  
the Republic of Slovenia  
Igor Umek, (s)

For the Government of  
The Kingdom of Sweden  
Mats Odell, (s)

No. 217/92-19859

The Ministry for Foreign Affairs of the Republic of Slovenia presents its compliments to the Ministry for Foreign Affairs of the Kingdom of Sweden and, with reference to the Additional Protocol to the Agreement between the Government of the Republic of Slovenia and the Government of the Kingdom of Sweden on the International Carriage of Passengers and Goods by Road, has the honour to propose modifications of and amendments to the said Additional Protocol as follows:

– Under Item 1 – for the Slovenian side – the wording:

“a) according to Articles 4, 5, 8, 13, 14 and 16” shall be replaced by:

“a) according to Articles 4, 5, 8, 9, 13 and 14”;

– Item c) shall be added which reads as follows:

“c) according to Article 16

for the modifications of the Agreement  
Parliament of the Republic of Slovenia  
(Parlament Republike Slovenije)

for the modifications of the Additional Protocol  
Government of the Republic of Slovenia  
(Vlada Republike Slovenije)”.  
If the Swedish side agrees with the Slovene proposal,

the present note and the note in reply shall constitute an agreement on the modifications of and amendments to the Additional Protocol to the Agreement between the Government of the Republic of Slovenia and the Government of the Kingdom of Sweden on the International Carriage of Passengers and Goods by Road.

The Ministry for Foreign Affairs of the Republic of Slovenia avails itself of this opportunity to renew to the Ministry for Foreign Affairs of the Kingdom of Sweden the assurances of its highest consideration.

Ljubljana, 10 December 1993

Ministry for Foreign Affairs  
of the Kingdom of Sweden

2. V zvezi z 11. členom sta se pogodbenici dogovorili, da

a) morajo prevozniki, ustanovljeni v državah pogodbenicah, plačati cestne takse za razdaljo, ki jo vozila prevozijo v drugi državi pogodbenici, tj. švedsko kilometrinsko takso ali slovensko kilometrinsko takso glede na tonažo;

b) Mešana komisija lahko na podlagi reciprocitete prouči možnost davčnih koncesij, ki temeljijo na načelu vzajemnosti in so v skladu s pravnimi določbami držav pogodbenic;

c) se bo slovenska stran odločila za vzajemno oprostitvev kilometrinske takse glede na tonažo v Sloveniji, če bo švedska kilometrinska taksa odpravljena.

V Noordwijk, dne 27. maja 1993.

Za Vlado  
Republike Slovenije  
Igor Umek l. r.

Za Vlado  
Kraljevine Švedske  
Mats Odell l. r.

Št. 217/92-19859

Ministrstvo za zunanje zadeve Republike Slovenije izraža spoštovanje Ministrstvu za zunanje zadeve Kraljevine Švedske ter ima, sklicujoč se na Dodatni protokol k Sporazumu med Vlado Republike Slovenije in Vlado Kraljevine Švedske o mednarodnem cestnem prevozu potnikov in blaga z dne 27. maja 1993, čast predlagati spremembe in dopolnitve omenjenega protokola, kot sledi:

– V točki I. – for the Slovenian side – se besedilo:

»a) according to Articles 4, 5, 8, 13, 14 and 16« nadomesti z:

»a) according to Articles 4, 5, 8, 9, 13 and 14«;

– Doda se točka c), ki se glasi:

»c) according to Article 16

for the modifications of the Agreement  
Parliament of the Republic of Slovenia  
(Parlament Republike Slovenije)

for the modifications of the Additional Protocol  
Government of the Republic of Slovenia  
(Vlada Republike Slovenije)«.

Če se švedska stran strinja s slovenskim predlogom, ta nota in nota odgovor švedske strani pomenita sporazum o spremembah in dopolnitvah Dodatnega protokola k Sporazumu med Vlado Republike Slovenije in Vlado Kraljevine Švedske o mednarodnem cestnem prevozu potnikov in blaga.

Ministrstvo za zunanje zadeve Republike Slovenije tudi ob tej priložnosti izraža Ministrstvu za zunanje zadeve Kraljevine Švedske izraze svojega odličnega spoštovanja.

Ljubljana, dne 10. decembra 1993.

Ministrstvo za zunanje zadeve  
Kraljevine Švedske

The Ministry for Foreign Affairs presents its compliments to the Ministry for Foreign Affairs of the Republic of Slovenia and with reference to the Ministry's Note of 10 December 1993, No. 217/92, relating to the Additional Protocol to the Agreement between Sweden and Slovenia on the International Carriage of Passengers and Goods by Road, which reads as follows:

"The Ministry for Foreign Affairs of the Republic of Slovenia presents its compliments to the Ministry for Foreign Affairs of the Kingdom of Sweden and, with reference to the Additional Protocol to the Agreement between the Government of the Republic of Slovenia and the Government of the Kingdom of Sweden on the International Carriage of Passengers and Goods by Road, has the honour to propose modifications of and amendments to the said Additional Protocol as follows:

– Under Item 1 – **for the Slovenian side** – the wording:

"a) according to Articles 4, 5, 8, 13, 14 and 16" shall be replaced by:

"a) according to Articles 4, 5, 8, 9, 13 and 14";

– Item c) shall be added which reads as follows:

"c) according to Article 16

for the modifications of the Agreement  
Parliament of the Republic of Slovenia  
(Parlament Republike Slovenije)

for the modifications of the Additional Protocol  
Government of the Republic of Slovenia  
(Vlada Republike Slovenije)".

If the Swedish side agrees with the Slovene proposal, the present note and the note in reply shall constitute an agreement on the modifications of and amendments to the Additional Protocol to the Agreement between the Government of the Republic of Slovenia and the Government of the Kingdom of Sweden on the International Carriage of Passengers and Goods by Road."

The Ministry for Foreign Affairs of Sweden has the honor to inform the Government of Slovenia that the Government of Sweden accepts the proposal and that accordingly, the Ministry's Note and this reply shall constitute an Agreement on modifications of and amendments to the Additional Protocol to the Agreement between the Government of the Kingdom of Sweden and the Government of the Republic of Slovenia on the International Carriage of Passengers and Goods by Road.

The Ministry further suggests that the Agreement shall enter into force on date of the receipt of this Note by the Ministry for Foreign Affairs of Slovenia. If this is accepted by the Slovenian side, the Ministry is expecting a confirmation of the date.

The Ministry for Foreign Affairs avails itself of this opportunity to renew to the Ministry for Foreign Affairs of the Republic of Slovenia the assurances of its highest consideration.

Stockholm, 5 April 1994.

The Ministry for Foreign Affairs  
of the Republic of Slovenia  
LJUBLJANA

Ministrstvo za zunanje zadeve izraža spoštovanje Ministrstvu za zunanje zadeve Republike Slovenije, sklicujoč se na noto Ministrstva z dne 10. decembra 1993, št. 217/92, ki se nanaša na Dodatni protokol k Sporazumu med Švedsko in Slovenijo o Mednarodnem cestnem prevozu potnikov in blaga, katera se glasi:

»Ministrstvo za zunanje zadeve Republike Slovenije izraža spoštovanje Ministrstvu za zunanje zadeve Kraljevine Švedske ter ima, sklicujoč se na Dodatni protokol k Sporazumu med Vlado Republike Slovenije in Vlado Kraljevine Švedske o mednarodnem cestnem prevozu potnikov in blaga z dne 27. maja 1993, čast predlagati spremembe in dopolnitve omenjenega protokola, kot sledi:

– V točki I. – **for the Slovenian side** – se besedilo:

»a) according to Articles 4, 5, 8, 13, 14 and 16« nadomesti z:

»a) according to Articles 4, 5, 8, 9, 13 and 14«;

– Doda se točka c), ki se glasi:

»c) according to Article 16

for the modifications of the Agreement  
Parliament of the Republic of Slovenia  
(Parlament Republike Slovenije)

for the modifications of the Additional Protocol  
Government of the Republic of Slovenia  
(Vlada Republike Slovenije)«.

Če se švedska stran strinja s slovenskim predlogom, ta nota in nota odgovor švedske strani pomenita sporazum o spremembah in dopolnitvah Dodatnega protokola k Sporazumu med Vlado Republike Slovenije in Vlado Kraljevine Švedske o mednarodnem cestnem prevozu potnikov in blaga.«

Ministrstvo za zunanje zadeve Švedske ima čast obvestiti Vlado Slovenije, da Vlada Švedske sprejema predlog in da nota ministrstva in ta odgovor predstavljata sporazum o spremembah in dopolnitvah Dodatnega protokola k Sporazumu med Vlado Kraljevine Švedske in Vlado Republike Slovenije o mednarodnem cestnem prevozu potnikov in blaga.

Ministrstvo nadalje predlaga, da sporazum začne veljati z datumom, ko Ministrstvo za zunanje zadeve Republike Slovenije prejme to noto. Če bo slovenska stran to sprejela, ministrstvo pričakuje potrditev datuma.

Ministrstvo za zunanje zadeve tudi ob tej priložnosti ponovno izraža Ministrstvu za zunanje zadeve Republike Slovenije svoje globoko spoštovanje.

Stockholm, 5. aprila 1994.

Ministrstvo za zunanje zadeve  
Republike Slovenije  
LJUBLJANA

### 3. člen

Za izvajanje tega sporazuma in dodatnega protokola k sporazumu ter sporazuma o spremembah in dopolnitvah dodatnega protokola skrbi ministrstvo, pristojno za promet in zveze.

## 4. člen

Ta zakon začne veljati naslednji dan po objavi v Uradnem listu Republike Slovenije – Mednarodne pogodbe.

Št. 326-07/94-4/1

Ljubljana, dne 19. julija 1994.

Predsednik  
Državnega zbora  
Republike Slovenije  
mag. Herman Rigelnik l. r.

## 84.

Na podlagi druge alineje prvega odstavka 107. člena in prvega odstavka 91. člena Ustave Republike Slovenije izdajam

## U K A Z

**O RAZGLASITVI ZAKONA O RATIFIKACIJI SPORAZUMA MED VLADO REPUBLIKE SLOVENIJE IN VLADO KRALJEVINE BELGIJE O ZRAČNEM PROMETU**

Razglašam Zakon o ratifikaciji Sporazuma med Vlado Republike Slovenije in Vlado Kraljevine Belgije o zračnem prometu, ki ga je sprejel Državni zbor Republike Slovenije na seji dne 19. julija 1994.

Št. 012-01/94-96

Ljubljana, dne 27. julija 1994.

Predsednik  
Republike Slovenije  
Milan Kučan l. r.

## Z A K O N

**O RATIFIKACIJI SPORAZUMA MED VLADO REPUBLIKE SLOVENIJE IN VLADO KRALJEVINE BELGIJE O ZRAČNEM PROMETU**

## 1. člen

Ratificira se Sporazum med Vlado Republike Slovenije in Vlado Kraljevine Belgije o zračnem prometu, podpisan 23. marca 1994 v Ljubljani.

## 2. člen

Sporazum se v izvorniku v angleškem jeziku in prevodu v slovenskem jeziku glasi:

**A G R E E M E N T  
BETWEEN THE GOVERNMENT OF THE  
REPUBLIC OF SLOVENIA AND THE  
GOVERNMENT OF THE KINGDOM OF BELGIUM  
ON AIR TRANSPORT**

The Government of the Republic of Slovenia and the Government of the Kingdom of Belgium,

Being parties to the Convention on International Civil Aviation opened for signature at Chicago, on the 7th day of December, 1944;

Desiring to conclude an agreement, supplementary to the said Convention, for the purpose of establishing air services between and beyond their respective territories;

Desiring to ensure the highest degree of safety and security in international air transport;

Have agreed as follows:

**S P O R A Z U M  
MED VLADO REPUBLIKE SLOVENIJE IN  
VLADO KRALJEVINE BELGIJE  
O ZRAČNEM PROMETU**

Vlada Republike Slovenije in Vlada Kraljevine Belgije

kot pogodbenici Konvencije o mednarodnem civilnem letalstvu, ki je bila odprta za podpis v Chicagu 7. decembra 1944,

v želji skleniti sporazum, ki bi dopolnjeval omenjeno konvencijo, z namenom vzpostaviti zračni promet med svojima ozemljema in dalje,

v želji zagotoviti najvišjo stopnjo varnosti in zaščite mednarodnega zračnega prometa;

sta se dogovorili o naslednjem:



## Article 1

## Definitions

For the purpose of this Agreement, unless the context otherwise requires:

a) the term "Convention" means the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December 1944 and includes any Annex adopted under Article 90 of that Convention and any amendment of the annexes or of the Convention under Articles 90 and 94 thereof so far as those Annexes and amendments have been adopted or ratified by both Contracting Parties;

b) the term "Agreement" means this Agreement, the Annex attached thereto, and any modifications to the Agreement or to the Annex;

c) the term "aeronautical authorities" means: in the case of Slovenia, the Ministry of Transport and Communication, Civil Aviation Authority and, in the case of Belgium, The Ministry of Communications, or, in both cases, any other authority or person empowered to perform the functions now exercised by the said authorities;

d) the terms "Territory", "Air Service", "International Air Service", "Airline" and "Stop for non-traffic purposes" have the meaning respectively assigned to them in Articles 2 and 96 of the Convention;

e) the term "Designated airline" means an airline which has been designated and authorized in accordance with Articles 3 and 4 of this Agreement;

f) the term "Agreed services" means scheduled air services on the routes specified in the Annex to this Agreement for the transport of passengers, cargo and mail, separately or in combination;

g) the term "Tariffs" means the prices to be paid for the carriage of passengers, baggage and cargo and the conditions under which those prices apply, including prices and conditions for agency and other ancillary services, but excluding remuneration and conditions for the carriage of mail;

## Article 2

## Grant of Rights

1. Each Contracting Party grants to the other Contracting Party except as otherwise specified in the Annex the following rights for the conduct of international air services by the airline designated by the other Contracting Party:

a) to fly without landing across the territory of the other Contracting Party;

b) to make stops in the said territory for non-traffic purposes; and

c) to make stops in the said territory for the purpose of taking up and discharging, while operating the routes specified in the Annex, international traffic in passengers, cargo and mail, separately or in combination.

2. Nothing in paragraph 1 of this article shall be deemed to confer on a designated airline of one Contracting Party the privilege of taking up, in the territory of the other Contracting Party, passengers, cargo and mail carried for remuneration or hire and destined for another point in the territory of that other Contracting Party.

3. If because of armed conflict, political disturbances or developments, or special and unusual circumstances, the designated airline of one Contracting Party is unable to operate a service on its normal routing, the other Contracting Party shall use its best efforts to facilitate the continued operation of such service through appropriate rearrangements of such routes, including the grant of rights for such time as may be necessary to facilitate viable operations.

## 1. člen

## Definicije

1. Posamezni izrazi v tem sporazumu imajo, razen če kontekst zahteva drugače, naslednji pomen:

a) "konvencija" pomeni Konvencijo o mednarodnem civilnem letalstvu, ki je bila odprta za podpis v Chicagu 7. decembra 1944, ter vključuje vsako prilogo, sprejeto na podlagi 90. člena omenjene konvencije, in vsako spremembo priloge ali konvencije v skladu z njenim 90. in 94. členom v tisti meri, v kateri sta te priloge in spremembe sprejeli ali ratificirali obe pogodbenici;

b) "sporazum" pomeni ta sporazum, njegovo prilogo in katero koli njuno spremembo;

c) "pristojni organ" pomeni za Slovenijo Ministrstvo za promet in zveze, Republiško upravo za zračno plovbo, in za Belgijo Ministrstvo za komunikacije, ali v obeh primerih kateri koli organ ali oseba, pooblaščen za opravljanje nalog, ki jih zdaj opravljata omenjena organa;

d) "ozemlje", "zračni promet", "mednarodni zračni promet", "prevoznik" in "pristanek v nekomercialne namene" imajo pomen, določen v 2. in 96. členu konvencije;

e) "določeni prevoznik" pomeni prevoznika, ki je bil določen in je dobil dovoljenje v skladu s 3. in 4. členom tega sporazuma;

f) "dogovorjeni promet" pomeni redni zračni promet na progah, določenih v prilogi tega sporazuma, za prevoz potnikov, tovora in pošte, ločeno ali kombinirano;

g) "tarife" pomeni cene, ki jih je treba plačati za prevoz potnikov, prtljage in tovora in pogoje, pod katerimi se te cene uporabljajo, vključno s cenami in pogoji za agencijo in drugimi dopolnilnimi storitvami, izvzeta pa so nadomestila in pogoji za prevoz pošte;

## 2. člen

## Prometne pravice

1. Vsaka pogodbenica odobrava drugi pogodbenici, razen če je drugače določeno v prilogi, pri opravljanju mednarodnega zračnega prometa, ki ga bo opravljal določeni prevoznik druge pogodbenice, naslednje pravice:

a) do preleta ozemlja druge pogodbenice brez pristanka;

b) do pristanka na tem ozemlju v nekomercialne namene;

c) med opravljanjem prometa na progah, določenih v prilogi, pristajati na tem ozemlju s ciljem vkrcati in izkrcati v mednarodnem prometu potnike, tovor in pošto, ločeno ali kombinirano.

2. Nobeno določilo 1. odstavka tega člena ne daje določenemu prevozniku ene pogodbenice pravice, da na ozemlju druge pogodbenice za plačilo ali najem vkrcata potnike, tovor in pošto, namenjene v kakšen drug kraj na njenem ozemlju.

3. Če določeni prevoznik ene pogodbenice zaradi oboroženih spopadov, političnih nemirov ali posebnih in neobičajnih okoliščin ne more normalno opravljati prometa, si bo druga pogodbenica prizadevala omogočiti nadaljevanje takega prometa z ustreznimi spremembami, vključno z dodelitvijo pravic, ki so nujne za opravljanje prometa v tem času.

## Article 3

**Designation to operate services**

1. Each Contracting Party shall have the right to designate, by diplomatic note, to the other Contracting Party, an airline to operate the agreed services on the routes specified in the Annex for such a Contracting Party.

2. Each Contracting Party shall have the right to withdraw, by diplomatic note to the other Contracting Party, the designation of any airline and to designate another one.

## Article 4

**Authorization to operate services**

1. Following receipt of a notice of designation by one Contracting Party pursuant to Article 3 of this Agreement, the aeronautical authorities of the other Contracting Party shall, consistent with its laws and regulations, grant without delay to the airline so designated the appropriate authorizations to operate the agreed services for which that airline has been designated.

2. Upon receipt of such authorizations the airline may begin at any time to operate the agreed services, in whole or in part, provided that the airline complies with the applicable provisions of this Agreement and that tariffs are established in accordance with the provisions of Article 12 of this Agreement.

## Article 5

**Revocation or suspension of operating authorization**

1. The aeronautical authorities of each Contracting Party shall have the right to withhold the authorizations referred to in Article 4 with respect to an airline designated by the other Contracting Party, to revoke or suspend such authorization or impose conditions, temporarily or permanently;

a) in the event of failure by such airline to satisfy them that it is qualified to fulfill the conditions prescribed under the laws and regulations normally and reasonably applied to the operation of international air services by these authorities in conformity with the Convention;

b) in the event of failure by such airline to operate in accordance with the conditions prescribed under this Agreement;

c) in the event of failure by such airline to comply with the laws and regulations of that Contracting Party;

d) in the event that such airline cannot prove that substantial ownership and effective control of the airline are vested in the Contracting Party designating the airline or in its nationals.

2. Unless immediate action is essential to prevent infringement of the laws and regulations referred to above, the rights enumerated in paragraph 1 of this article shall be exercised only after consultations with the aeronautical authorities of the other Contracting Party in conformity with Article 16 of this Agreement.

## Article 6

**Application of laws and regulations**

1. The laws and regulations of one Contracting Party relating to the admission to, remaining in, or departure from its territory of aircraft engaged in international air navigation or to the operation and navigation of such aircraft shall be complied with by the designated airline of the other Contracting Party upon entrance into, departure from and while within the said territory.

## 3. člen

**Določitev za opravljanje prometa**

1. Vsaka pogodbenica ima pravico določiti in z diplomatsko noto sporočiti drugi pogodbenici enega prevoznika za opravljanje dogovorjenega prometa na določenih progah, ki so v prilogi določene za to pogodbenico.

2. Vsaka pogodbenica ima pravico umakniti in z diplomatsko noto sporočiti drugi pogodbenici določitev katerega koli prevoznika in določiti drugega.

## 4. člen

**Izdaja dovoljenja za opravljanje prometa**

1. Po prejemu sporočila ene pogodbenice o določitvi v skladu s 3. členom tega sporazuma bo pristojni organ druge pogodbenice v skladu s svojimi zakoni in predpisi brez odlašanja izdal tako določenemu prevozniku ustrezna dovoljenja za opravljanje dogovorjenega prometa, za katerega je bil ta prevoznik določen.

2. Po prejemu takega dovoljenja lahko prevoznik kadar koli prične opravljati dogovorjeni promet v celoti ali delno, pod pogojem, da izpolnjuje določila tega sporazuma in še posebej, da so tarife določene v skladu z določili 12. člena tega sporazuma.

## 5. člen

**Preklic ali začasna prepoved opravljanja prometa**

1. Pristojni organ ene pogodbenice ima pravico odreči izdajo dovoljenja iz 4. člena prevozniku, ki ga je določila druga pogodbenica, tako dovoljenje preklicati ali začasno prepovedati opravljanje prometa ali določitičasne ali stalne pogoje:

a) če jih prevoznik ne prepriča, da je sposoben izpolnjevati pogoje, določene v zakonih in predpisih, ki jih ti organi v skladu s konvencijo normalno in primerno uporabljajo;

b) če prevoznik ne opravlja prometa pod pogoji, določenimi v tem sporazumu;

c) če prevoznik ne spoštuje zakonov in predpisov te pogodbenice;

d) če prevoznik ne more dokazati, da je druga pogodbenica ali njeni državljani lastnik odločujočega deleža in imajo dejanski nadzor nad prevoznikom.

2. Razen če je takojšnje ukrepanje nujno za preprečitev kršitve zakonov in predpisov, ki so navedeni zgoraj, bodo pravice, naštetje v 1. odstavku tega člena, uporabljene samo po posvetovanju s pristojnim organom druge pogodbenice v skladu s 16. členom tega sporazuma.

## 6. člen

**Uporaba zakonov in predpisov**

1. Zakone in predpise ene pogodbenice, ki se nanašajo na prihod, zadrževanje in odhod z njenega ozemlja zrakoplovov, ki opravljajo mednarodno zračno plovbo ali na uporabo ali vodenje takih zrakoplovov, bo spoštoval določeni prevoznik druge pogodbenice pri vstopu na ozemlje, odhodu z ozemlja in medtem ko bodo na omenjenem ozemlju.

2. The laws and regulations of one Contracting Party respecting entry, clearance, transit, immigration, passports, customs, currency, sanitary requirements and quarantine shall be complied with by the designated airline of the other Contracting Party and by or on behalf of its crews, passengers, cargo and mail upon transit of, admission to, departure from and while within the territory of such Contracting Party;

Passengers in transit across the territory of either Contracting Party shall be subject to no more than a simplified control.

3. Neither of the Contracting Parties shall give preference to its own or any other airline over an airline engaged in similar international air services of the other Contracting Party in the application of its regulations specified in paragraphs 1 and 2 of this article or in the use of airports, airways, air traffic services and associated facilities under its control.

#### Article 7

##### Certificates and licences

Certificates of airworthiness, certificates of competency and licences issued or rendered valid by one Contracting Party and still in force, shall be recognized as valid by the other Contracting Party for the purpose of operating the agreed services on the routes specified in the Annex, provided that such certificates or licences were issued or rendered valid pursuant to, and in conformity with, the standards established under the Convention.

Each Contracting Party reserves the right, however, to refuse to recognize, for the purpose of flights above its own territory, certificates of competency and licences granted to its own nationals by the other Contracting Party.

#### Article 8

##### Aviation Security

1. The Contracting Parties reaffirm that their obligation to protect, in their mutual relationship, the security of civil aviation against acts of unlawful interference forms an integral part of this Agreement.

2. The Contracting Parties shall provide upon request all necessary assistance to each other to prevent acts of unlawful seizure of aircraft and other unlawful acts against the safety of passengers, crew, aircraft, airports and air navigation facilities and any other threat to aviation security.

3. The Contracting Parties shall act in conformity with the provisions of the Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Tokyo on 14 September 1963, the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at The Hague on 16 December 1970 and the Convention for the Suppression of Acts against the Safety of Civil Aviation, signed at Montreal on 23 September 1971 and its supplementary Protocol for the Suppression of Unlawful Acts of Violence at Airports serving International Civil Aviation, signed at Montreal on 24 February 1988.

4. The Contracting Parties shall, in their mutual relations, act in conformity with the aviation security provisions established by the International Civil Aviation Organization and designated as annexes to the Convention on International Civil Aviation to the extent that such security provisions are applicable to the Parties; they shall require that operators of aircraft of their registry or operators who have their principal place of business or permanent residence in their territory and the operators of airports in their territory act in conformity with such aviation security provisions.

2. Zakoni in predpisi ene pogodbenice glede vstopa, carinskega postopka, tranzita, vseljavanja, potnih listov, carine, valute, sanitarnih predpisov in karantene bodo spoštovani s strani določenega prevoznika druge pogodbenice in s strani ali v imenu njegovih posadk, potnikov, tovora in pošte pri tranzitu, prihodu in odhodu in medtem ko bodo na ozemlju te pogodbenice.

Za potnike v tranzitu čez ozemlje ene in druge pogodbenice bo veljal samo poenostavljeni nadzor.

3. Nobena pogodbenica ne bo dala svojemu ali kateremu koli drugemu prevozniku prednosti pred prevoznikom druge pogodbenice, ki opravlja podoben mednarodni zračni promet, pri uporabi svojih predpisov, navedenih v 1. in 2. odstavku tega člena, ali pri uporabi letališč, zračnih poti, služb zračnega prometa in drugih storitev, nad katerimi ima nadzor.

#### 7. člen

##### Spričevala in dovoljenja

Spričevala o plovnosti, spričevala o sposobnosti in dovoljenja, ki jih je izdala ali jim podaljšala veljavnost ena pogodbenica in ki so veljavna, bo druga pogodbenica priznala kot veljavna za opravljanje dogovorjenega prometa na progah, določenih v prilogi, če so bila izdana ali je bila njihova veljavnost podaljšana pod pogoji in v skladu s standardi, določenimi na podlagi konvencije.

Vsaka pogodbenica si pridržuje pravico, da za polete nad svojim ozemljem ne prizna spričeval o sposobnosti in dovoljenj, ki jih je njenim državljanom izdala druga pogodbenica.

#### 8. člen

##### Varnost zračne plovbe

1. Pogodbenici ponovno potrjujeta, da je njuna medsebojna obveznost varovanja civilnega zračnega prometa pred nezakonitim vmešavanjem sestavni del tega sporazuma.

2. Pogodbenici si bosta na zahtevo medsebojno pomagali, da bi preprečili nezakonite ugrabitve zrakoplovov in druga nezakonita dejanja proti varnosti potnikov, posadke, zrakoplovov, letališč in navigacijskih naprav ter vsako drugo ogrožanje varnosti zračne plovbe.

3. Pogodbenici bosta ravnali v skladu z določili Konvencije o kaznivih dejanjih in nekaterih drugih aktih, storjenih na letalih, sprejete v Tokiu 14. septembra 1963, Konvencije o zatiranju nezakonite ugrabitve zrakoplovov, sprejete v Haagu 16. decembra 1970, Konvencije o zatiranju nezakonitih aktov zoper varnost civilnega letalstva, sprejete v Montrealu 23. septembra 1971, in njenega dopolnilnega Protokola o zatiranju nezakonitih nasilnih dejanj na letališčih za mednarodno civilno zrakoplovstvo, sprejetega v Montrealu 24. februarja 1988.

4. Pogodbenici bosta v medsebojnih odnosih ravnali v skladu z določili Mednarodne organizacije civilnega letalstva o varnosti zračne plovbe, ki so opredeljena v anekskih konvencije, v tisti meri, v kateri ta določila veljajo za obe pogodbenici; od letalskih družb, ki so vpisane v njunih registrih ali ki opravljajo pretežni del svojih dejavnosti ali imajo sedež na njunih ozemljih, ter od letaliških podjetij na njunih ozemljih bosta zahtevali, da delujejo v skladu s takimi varnostnimi predpisi.

5. Each Contracting Party agrees to observe the security provisions required by the other Contracting Party for entry into the territory of that other Contracting Party and to take adequate measures to inspect passengers, crew, their carry-on items as well as cargo prior to boarding or loading. Each Contracting Party shall also give positive consideration to any request from the other Contracting Party for special security measures for its aircraft or passengers to meet a particular threat.

6. When an incident or threat of an incident of unlawful seizure of aircraft or other unlawful acts against the safety of passengers, crew, aircraft, airports and air navigation facilities occurs, the Contracting Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such incident or threat thereof.

7. Should a Contracting Party depart from the aviation security provisions of this article, the aeronautical authorities of the other Contracting Party may request immediate consultations with the aeronautical authorities of that Party. Failure to reach a satisfactory agreement within thirty (30) days will constitute grounds for application of Article 5 of this Agreement.

#### Article 9

##### User charges

1. Each Contracting Party may impose or permit to be imposed just and reasonable charges on the designated airline of the other Contracting Party. These charges shall be based on sound economic principles.

2. The charges imposed in the territory of one Contracting Party on the designated airline of the other Contracting Party for the use of airports and other aviation facilities by the aircraft of the designated airline of the other Contracting Party shall not be higher than those imposed on a national airline of the first Contracting Party engaged in similar international services.

3. Each Contracting Party shall encourage consultations between its competent charging authorities and the designated airline using the facilities and services, where practicable, through the airlines' representative organizations. Reasonable notice should be given of any proposal for changes in user charges to enable them to express their views before changes are made.

#### Article 10

##### Customs and Excise

1. Each Contracting Party shall exempt the designated airline of the other Contracting Party from import restrictions, customs duties, excise taxes, inspection fees and other national, regional or local duties and charges on aircraft, fuel, lubricating oils, consumable technical supplies, spare parts including engines, regular aircraft equipment, ground equipment, aircraft stores and other items intended for use or used solely in connection with the operation or servicing of aircraft of the designated airline of such other Contracting Party operating the agreed services, as well as printed ticket stock, airway bills, any printed material which bears the insignia of the company printed thereon and usual publicity material distributed without charge by that designated airline.

2. The exemptions granted by this article shall apply to the items referred to in paragraph 1 of this article, whether or not such items are used or consumed wholly within the territory of the Contracting Party granting the exemption, provided such items are:

5. Vsaka pogodbenica soglaša s tem, da bo spoštovala varnostne ukrepe, ki jih zahteva druga pogodbenica za vstop na svoje ozemlje, in da bo izvajala primerne ukrepe za pregled potnikov, posadke, njihove ročne prtljage kot tudi tovora pred vkrcanjem ali natovarjanjem. Vsaka pogodbenica bo z naklonjenostjo obravnavala vsako zahtevo druge pogodbenice za uvedbo razumnih dodatnih varnostnih ukrepov za njene zrakoplove ali potnike zaradi neposredne grožnje.

6. Ob nezakoniti ugrabitvi ali grožnji z ugrabitvijo oziroma drugih nezakonitih dejanjih zoper varnost potnikov, posadke, zrakoplovov, letališč ali navigacijskih naprav bosta pogodbenici pomagali druga drugi, s tem da bosta poskrbeli za komunikacije in druge ustrezne ukrepe, da bi se čim hitreje in varno končal tak incident ali grožnja.

7. Če ena od pogodbenic ne bo spoštovala določil o varnosti zračne plovbe iz tega odstavka, lahko pristojni organ druge pogodbenice zahteva takojšnje posvetovanje s pristojnim organom te pogodbenice. V kolikor v tridesetih (30) dneh ni dosežen zadovoljiv sporazum, je to razlog za uporabo 5. člena tega sporazuma.

#### 9. člen

##### Letališke takse

1. Vsaka pogodbenica lahko uvede ali dovoli, da se uvedejo upravičene in razumne takse za določenega prevoznika druge pogodbenice. Te takse bodo ekonomsko utemeljene.

2. Takse, ki bodo na ozemlju ene pogodbenice uvedene za določenega prevoznika druge pogodbenice za uporabo letališč in drugih naprav, ki jih bodo uporabljali zrakoplovi določenega prevoznika druge pogodbenice, ne bodo višje od tistih, ki bodo uvedene za domačega prevoznika prve pogodbenice, ki bo opravljal podoben mednarodni promet.

3. Pogodbenici bosta podpirali posvetovanja med svojimi organi, pristojnimi za določanje taks, in določenim prevoznikom, ki uporablja naprave in storitve, kadar koli bo mogoče preko organizacij predstavnikov prevoznikov. O vsakem predlogu spremembe taks bo dano primerno obvestilo, da bodo imeli možnost izraziti svoje mnenje, preden bodo takse spremenjene.

#### 10. člen

##### Carine in davki

1. Vsaka pogodbenica bo oprostila določenega prevoznika druge pogodbenice uvoznih omejitev, carin, davkov, inšpekcijskih taks in drugih državnih, regionalnih ali lokalnih dajatev in taks za zrakoplove, gorivo, maziva, potrošne tehnične zaloge, rezervne dele vključno z motorji, običajno opremo zrakoplovov, zemeljsko opremo, zaloge na zrakoplovu in druge predmete, ki so namenjeni za uporabo ali se porabijo samo v zvezi z uporabo ali servisiranjem zrakoplovov določenega prevoznika druge pogodbenice, ki opravlja dogovorjeni promet, kot tudi zaloge tiskanih vozovnic, letalskih tovornih listov, katerega koli drugega tiskanega gradiva, z natisnjenim znakom podjetja in normalno reklamno gradivo, ki ga prevoznik brezplačno deli.

2. Oprostitev, dane v tem členu, bodo veljale za vse predmete, navedene v 1. odstavku tega člena, ne glede na to, ali bodo ti predmeti uporabljeni ali porabljeni v celoti na ozemlju pogodbenice, ki je oprostitev dala, pod pogojem, da so ti predmeti:

a) introduced into the territory of one Contracting Party by or on behalf of the designated airline of the other Contracting Party, but not alienated in the territory of the said Contracting Party;

b) retained on board aircraft of the designated airline of one Contracting Party upon arriving in or leaving the territory of the other Contracting Party;

c) taken on board aircraft of the designated airline of one Contracting Party in the territory of the other Contracting Party and intended for use in operating the agreed services.

3. The regular airborne equipment, the ground equipment, as well as the materials and supplies normally retained on board the aircraft of the designated airline of either Contracting Party, may be unloaded in the territory of the other Contracting Party only with the approval of the Customs authorities of that territory. In such case, they may be placed under the supervision of the said authorities up to such time as they are re-exported or otherwise disposed of in accordance with Customs regulations.

4. Baggage and cargo in direct transit shall be exempt from customs duties and other taxes.

5. The exemptions provided for by this article shall also be available where the designated airline of one Contracting Party has contracted with another airline, which similarly enjoys such exemptions from the other Contracting Party, for the loan or transfer in the territory of the other Contracting Party of the items specified in paragraph 1 of this article.

#### Article 11 Capacity

1. There shall be fair and equal opportunity for the designated airline of each Contracting Party to operate the agreed services between and beyond their respective territories on the routes specified in the Annex to this Agreement.

2. In operating the agreed services, the designated airline of each Contracting Party shall take into account the interest of the designated airline of the other Contracting Party so as not to affect unduly the services which the latter provides on the whole or part of the same route.

3. The agreed services provided by the designated airlines of the Contracting Parties shall bear reasonable relationship to the requirements of the public for transportation on the specified routes and shall have as their primary objective the provision, at a reasonable load factor, of capacity adequate to meet the current and reasonably anticipated requirements for the carriage of passengers, cargo and mail between the territories of the Contracting Parties.

4. The designated airlines shall, not later than 30 days prior to the date of operation of any agreed service, submit for approval their proposed flight programs to the aeronautical authorities of both Contracting Parties.

5. For supplementary flights which the designated airline of one Contracting Party wishes to operate on the agreed services outside the approved time-table it has to request prior permission from the aeronautical authorities of the other Contracting Party. Such request shall usually be submitted at least two working-days before operating such flights.

#### Article 12 Tariffs

1. The Contracting Parties shall allow that a tariff on one of the routes as specified in the annex shall be established by each of the designated airlines, if possible after consultation between those airlines.

a) prineseni na ozemlje ene pogodbenice s strani ali za račun določenega prevoznika druge pogodbenice, vendar niso odtujeni na ozemlju te pogodbenice;

b) zadržani na zrakoplovi določenega prevoznika ene pogodbenice ob prihodu na ali odhodu z ozemlja druge pogodbenice;

c) vkrcani na zrakoplove določenega prevoznika ene pogodbenice na ozemlju druge pogodbenice in namenjeni za uporabo med opravljanjem dogovorjenega prometa.

3. Običajna letalska oprema, oprema na zemlji kot tudi material in zaloge, ki so normalno na zrakoplovi določenega prevoznika ene pogodbenice, se lahko izkrcajo na ozemlju druge pogodbenice le z dovoljenjem carinskih organov tega ozemlja. V takem primeru so lahko pod carinskim nadzorom omenjenih organov, dokler niso ponovno izvoženi ali drugače porabljeni v skladu s carinskimi predpisi.

4. Prtljaga in tovor v direktnem tranzitu bosta oproščena carine in drugih taks.

5. Oprostitev, predvidene v tem členu, bodo veljale tudi, če določeni prevoznik ene pogodbenice sklene z drugim letalskim prevoznikom, ki podobno uživa take oprostitev s strani druge pogodbenice, dogovor za posojilo ali prevoz predmetov, navedenih v 1. odstavku tega člena, na ozemlje druge pogodbenice.

#### 11. člen Kapaciteta

1. Določeni prevoznik vsake pogodbenice bo imel primerne in enake možnosti za opravljanje dogovorjenega prometa med ozemljema pogodbenic in naprej na progah, določenih v prilogi tega sporazuma.

2. Pri opravljanju dogovorjenega prometa bo določeni prevoznik vsake pogodbenice upošteval interese določenega prevoznika druge pogodbenice, da ne bi neupravičeno ogrožal prometa, ki ga ta nudi na celotni ali delu iste proge.

3. Dogovorjeni promet, ki ga bosta zagotavljala določena prevoznika obeh pogodbenic, bo v primernem odnosu z javnim povpraševanjem po prevozu na dogovorjenih progah in njegov osnovni cilj bo ob primerni zasedenosti zagotoviti kapaciteto, ki bo ustrezala sedanjim in primerno predvidenim zahtevam po prevozu potnikov, tovora in pošte med ozemljema pogodbenic.

4. Določena prevoznika bosta najmanj 30 dni pred pričetkom opravljanja katerega koli dogovorjenega prometa, pristojnima organoma obeh pogodbenic predložila v odobritev svoje predloge voznih redov.

5. Za dodatne lete, ki jih določeni prevoznik ene pogodbenice želi opravljati na dogovorjenih progah izven odobrenega voznega reda, mora zahtevati dovoljenje pristojnih organov druge pogodbenice. Tako zahtevo mora praviloma predložiti dva delovna dneva pred pričetkom takih poletov.

#### 12. člen Tarife

1. Pogodbenici bosta dovolili, da bo tarifo na eni od prog, navedenih v prilogi, določil vsak od določenih prevoznikov, če je le mogoče po medsebojnem posvetovanju.

2. The tariffs for carriage on agreed services to and from the territory of the other Contracting Party shall be established at reasonable levels, due regard being paid to all relevant factors including cost of operation, reasonable profit, characteristics of service, the interest of users and, where it is deemed suitable, the tariffs of other airlines over all or part of the same route.

3. The tariffs shall be submitted to and received by the aeronautical authorities of the Contracting Parties at least forty-five (45) days before the proposed date of their introduction; in special cases, a shorter period may be accepted by the aeronautical authorities.

If within thirty (30) days from the date of receipt, the aeronautical authorities of one Contracting Party have not notified the aeronautical authorities of the other Contracting Party that they do not approve the tariff submitted to them, such tariff shall come into effect on the date stated in the proposed tariff.

In the event that a shorter period for the submission of a tariff is accepted by the aeronautical authorities, they may also agree that the period for giving notice of disapproval be less than thirty (30) days.

4. If a notice of disapproval has been filed in accordance with paragraph 3 of this article, the aeronautical authorities of the Contracting Parties shall hold consultations in accordance with Article 16 of this Agreement and endeavour to determine the tariff by agreement between themselves.

5. If the aeronautical authorities cannot agree on any tariff submitted to them under paragraph 3 of this article or on the determination of any tariff under paragraph 4 of this article, the dispute shall be settled in accordance with the provisions of article 17 of this Agreement.

6. If the aeronautical authorities of one of the Contracting Parties do no longer accept an established tariff, they shall so notify the aeronautical authorities of the other Contracting Party and the designated airlines shall attempt, where required, to reach an agreement.

If within the period of ninety (90) days from the date of receipt of a notice of disapproval, a new tariff cannot be established, the procedures as set out in paragraphs 4 and 5 of this article shall apply.

7. When tariffs have been established in accordance with the provisions of this article, those tariffs shall remain in force until new tariffs have been established in accordance with the provisions of this article or article 17 of this Agreement.

8. No tariff shall come into force if the aeronautical authorities of either Contracting Party have disapproved it except under the provision of paragraph 4 of article 17 of this Agreement.

9. The aeronautical authorities of both Contracting Parties shall endeavour to ensure that the tariffs charged and collected conform to the tariffs approved by them and are not subject to rebates.

#### Article 13

##### Staff requirements

1. The designated airline of one Contracting Party shall be allowed on the basis of reciprocity, to maintain in the territory of the other Contracting Party its representatives and commercial, operational and technical staff as required in connection with the operation of the agreed services.

2. These staff requirements may, at the option of the designated airline, be satisfied by its own personnel of any nationality or by using the services of any other organization, company or airline operating in the territory of the other Contracting Party and authorized to perform such services in the territory of that Contracting Party.

2. Tarife za prevoz v dogovorjenem prometu na in z ozemlja druge pogodbenice morajo biti določene v razumni višini, pri čemer bodo upoštevani vsi pomembni dejavniki, vključno poslovni stroški, primeren dobiček, značilnosti vsake proge, interes uporabnikov in, kjer se presodi kot primerno, tarife drugih prevoznikov na celotni ali delu iste proge.

3. Tarife bodo predložene in pristojna organa obeh pogodbenic jih morata prejeti petinštirideset (45) dni pred datumom, ki je predlagan za njihovo uveljavitev; v izjemnih primerih lahko pristojna organa sprejmeta krajši rok.

Če v tridesetih (30) dneh po datumu prejema pristojni organ ene pogodbenice ne sporoči pristojnemu organu druge pogodbenice, da ne odobrava tarife, ki mu je bila predložena, prične ta tarifa veljati tisti dan, ki je določen v predlagani tarifi.

Če sta pristojna organa sprejela krajši čas za predložitev tarif, se lahko sporazumeta tudi o tem, da je čas, v katerem je treba sporočiti svoje nestrinjanje, krajši kot trideset (30) dni.

4. V kolikor je bilo v skladu s 3. odstavkom tega člena vloženo sporočilo o nestrinjanju, se bosta pristojna organa obeh pogodbenic, v skladu z določili 16. člena tega sporazuma, posvetovala, da bi z medsebojnim dogovorom določila tarifo.

5. Če se pristojna organa ne moreta sporazumeti o kateri koli tarifi, ki jima je bila predložena v skladu s 3. odstavkom tega člena, ali ne moreta določiti katere koli tarife v skladu s 4. odstavkom tega člena, bo spor rešen v skladu z določili 17. člena tega sporazuma.

6. V kolikor se pristojni organ ene pogodbenice ne strinja več z neko že določeno tarifo, bo to sporočil pristojnemu organu druge pogodbenice in določena prevoznika bosta skušala, kadar bo to zahtevano, doseči sporazum.

Če v devetdesetih (90) dneh po prejemu sporočila o nestrinjanju, ne more biti določena nova tarifa, se bo uporabil postopek, določen v 4. in 5. odstavku tega člena.

7. Tarife, sprejete v skladu z določili tega člena, veljajo, dokler niso določene nove tarife v skladu z določili tega člena ali 17. člena tega sporazuma.

8. Nobena tarifa ne bo pričela veljati, če se z njo nista strinjala pristojna organa obeh pogodbenic, razen v skladu z določili 4. odstavka 17. člena tega sporazuma.

9. Pristojna organa obeh pogodbenic se bosta zavzemala za to, da bosta zagotovila, da bodo tarife, ki se bodo zaračunavale in plačevale, ustrezale dogovorjenim tarifam in se ne bodo zmanjševale.

#### 13. člen

##### Potrebno osebje

1. Določnemu prevozniku ene pogodbenice bo na recipročni podlagi dovoljeno, imeti na ozemlju druge pogodbenice svoje predstavnike in komercialno, operativno in tehnično osebje, ki je potrebno za opravljanje dogovorjenega prometa.

2. Take potrebe po osebju lahko določeni prevoznik po lastni presoji zadovolji z lastnim osebjem katere koli narodnosti ali z uporabo storitev katere koli druge organizacije, podjetja ali prevoznika, ki deluje na ozemlju druge pogodbenice in ima dovoljenje za opravljanje takih storitev na ozemlju te pogodbenice.

3. The representatives and staff shall be subject to the laws and regulations in force of the other Contracting Party. Consistent with such law and regulations, each Contracting Party shall, on the basis of reciprocity and with the minimum of delay, grant the necessary work permits, employment visas or other similar documents to the representatives and staff referred to in paragraph 1 of this article.

4. To the extent permitted under national law, both Contracting Parties shall dispense with the requirement of work permits or employment visas or other similar documents for personnel performing certain temporary services and duties.

#### Article 14

##### Sales and revenues

1. Each designated airline shall be granted the right to engage in the sale of air transportation in the territory of the other Contracting Party directly and, at its discretion, through its agents.

Each designated airline shall have the right to sell transportation in the currency of that territory or, at its discretion, in freely convertible currencies of other countries and any person shall be free to purchase such transportation.

2. Each designated airline shall have the right to convert and remit to its country in accordance with the foreign exchange regulations in force, at the official rate of exchange, receipts in excess of sums locally disbursed in due proportion to the carriage of passengers, baggage, cargo and mail.

3. Each Contracting Party shall, on the basis of reciprocity, exempt the designated airline of the other Contracting Party from any form of taxation on income or profits derived by that airline in the territory of the first Contracting Party from the operation of international air services, as well as from any tax on turnover or capital.

This provision shall not have effect if a Convention for the avoidance of double taxation providing for a similar exemption shall be in force between the two Contracting Parties.

#### Article 15

##### Provision of Statistics

The aeronautical authorities of both Contracting Parties shall supply each other, on request, with periodic statistics or other similar information relating to the traffic carried on the agreed services.

#### Article 16

##### Consultations

1. The aeronautical authorities of the Contracting Parties shall consult each other from time to time with a view to ensuring close cooperation in all matters affecting the implementation of, and satisfactory compliance with, the provisions of this Agreement and of its Annex.

2. Such consultations shall begin within a period of sixty (60) days of the date of receipt of such a request, unless otherwise agreed by the Contracting Parties.

#### Article 17

##### Settlement of disputes

1. If any dispute arises between the Contracting Parties relating to the interpretation or application of this Agreement, the Contracting Parties shall in the first place endeavour to settle it by negotiation.

3. Predstavniki in osebje bodo spoštovali zakone in predpise, ki veljajo v drugi pogodbenici. V skladu s takimi zakoni in predpisi bosta obe pogodbenici, na recipročni podlagi in čim hitreje izdali potrebna delovna dovoljenja, delovne vizume ali druge podobne dokumente predstavnikom in osebju iz 1. odstavka tega člena.

4. V tisti meri, v kateri to dovoljuje njuna notranja zakonodaja, bosta pogodbenici odpravili zahteve po delovnih dovoljenjih ali delovnih vizumih ali drugih podobnih dokumentih za osebje, ki opravlja nekatera začasna dela ali naloge.

#### 14. člen

##### Prodaja in dohodki

1. Vsak določeni prevoznik ima pravico prodajati zračni prevoz na ozemlju druge pogodbenice neposredno ali, če želi, preko agentov.

Vsak določeni prevoznik ima pravico prodajati prevoz v valuti tistega ozemlja ali po lastni izbiri, v konvertibilnih valutah drugih držav in katera koli oseba lahko kupi tak prevoz.

2. Vsaka pogodbenica bo dovolila določenemu prevozniku druge pogodbenice, da lahko v skladu z veljavnimi deviznimi predpisi po uradnem tečaju zamenja in pošlje v svojo državo presežek dohodka nad izdatki, ki ga je dosegel na njenem ozemlju s prevozom potnikov, prtljage, tovora in pošte.

3. Vsaka pogodbenica bo na recipročni podlagi oprostita določenega prevoznika druge pogodbenice kakršnih koli taks na dohodek ali dobiček, ki ga ta prevoznik pridobi na ozemlju prve pogodbenice z opravljanjem mednarodnega zračnega prometa, kot tudi kakršne koli take na promet ali kapital.

Določila tega člena se ne bodo uporabljala, če bosta pogodbenici sklenili sporazum o izogibanju dvojnemu obdavčevanju, ki bo imel podobne oprostitev.

#### 15. člen

##### Statistični podatki

Pristojna organa obeh pogodbenic bosta medsebojno na zahtevo dajala drug drugemu statistične podatke in druge podobne informacije, ki se nanašajo na prevoz, opravljen v dogovorjenem prometu.

#### 16. člen

##### Posvetovanja

1. Pristojna organa obeh pogodbenic se bosta občasno posvetovala z namenom zagotoviti tesno sodelovanje pri vseh zadevah, ki vplivajo na uveljavitev in zadovoljivo spoštovanje določil tega sporazuma in njegove priloge.

2. Taka posvetovanja se bodo pričela v šestdesetih (60) dneh po prejemu take zahteve, razen če se pogodbenici ne dogovorita drugače.

#### 17. člen

##### Reševanje sporov

1. Če bi nastal med pogodbenicama kakršen koli spor glede razlage ali uporabe tega sporazuma, si bosta pogodbenici v prvi vrsti prizadevali, da bi ga rešili s pogajanjem.



2. If the Contracting Parties fail to reach a settlement by negotiation, they may agree to refer the dispute for decision to some person or body, or either Contracting Party may submit the dispute for decision to a Tribunal of three arbitrators.

3. The arbitral tribunal shall be constituted as follows:

Each of the Contracting Parties shall nominate an arbitrator within a period of sixty (60) days from the date of receipt, by one Contracting Party, through diplomatic channels, of a request for arbitration from the other Contracting Party. These two arbitrators shall by agreement appoint a third arbitrator within a further period of sixty (60) days.

The third arbitrator shall be a national of a third State, shall act as President of the Tribunal and shall determine the place where arbitration will be held.

If either of the Contracting Parties fails to nominate an arbitrator within the period specified, or if the third arbitrator is not appointed within the period specified, the President of the Council of the International Civil Aviation Organization may be requested by either Contracting Party to appoint an arbitrator or arbitrators as the case requires.

4. The Contracting Parties undertake to comply with any decision or award given under paragraphs 2 and 3 of this article.

If either Contracting Party fails to comply with such decision, the other Contracting Party shall have grounds for the application of article 5 of this Agreement.

5. The arbitral tribunal shall determine its own procedure. Each Contracting Party shall pay the expenses of its arbitrator. The remaining expenses of the arbitral Tribunal shall be shared equally by the Contracting Parties.

#### Article 18 Modifications

1. If either of the Contracting Parties considers it desirable to modify any provision of this Agreement, it may request consultations with the other Contracting Party. Such consultations, which may be between aeronautical authorities and which may be through discussion or by correspondence, shall begin within a period of sixty (60) days from the date of the request.

2. If a general multilateral air convention comes into force in respect of both Contracting Parties, the provisions of such convention shall prevail. Consultations in accordance with paragraph 1 of this article may be held with a view to determining the extent to which this Agreement is affected by the provisions of the multilateral convention.

3. Any modification agreed pursuant to such consultations shall come into force when it has been confirmed by an exchange of diplomatic notes.

#### Article 19 Termination

1. Either Contracting Party may at any time give notice in writing through diplomatic channels to the other Contracting Party of its decision to terminate this Agreement.

Such notice shall be communicated simultaneously to the International Civil Aviation Organization.

2. The Agreement shall terminate one (1) year after the date of receipt of the notice by the other Contracting Party, unless the notice to terminate is withdrawn by mutual consent before the expiry of this period.

2. Če pogodbenici spora ne moreta rešiti s pogajanjem, se lahko dogovorita, da odločitev o sporu prepustita neki osebi ali organu, ali pa lahko ena ali druga pogodbenica spor predloži v odločanje arbitraži treh razsodnikov.

3. Arbitraža se bo oblikovala tako,

da bo vsaka pogodbenica imenovala enega razsodnika v šestdesetih (60) dneh po dnevu, ko je po diplomatski poti prejela od druge pogodbenice zahtevo za arbitražo. Ta dva razsodnika bosta sporazumno določila tretjega razsodnika v nadaljnjih šestdesetih dneh.

Tretji razsodnik, ki bo državljan tretje države, bo deloval kot predsednik arbitraže in bo določil kraj, kjer bo razsojanje potekalo.

Če katera koli pogodbenica ne imenuje razsodnika v predvidenem času ali če tretji razsodnik ni določen v predvidenem času, lahko vsaka od pogodbenic zahteva, da predsednik Sveta Mednarodne organizacije civilnega letalstva določi razsodnika ali razsodnike, ki so v posameznem primeru potrebni.

4. Pogodbenici bosta spoštovali vsako odločitev ali razsodbo, ki bo sprejeta v skladu z 2. in 3. odstavkom tega člena.

Če katera koli pogodbenica ne bo spoštovala take odločitve, ima druga pogodbenica pravico uporabiti določila 5. člena tega sporazuma.

5. Arbitraža bo določila svoj poslovnik. Vsaka pogodbenica bo plačala stroške svojega razsodnika. Preostale stroške arbitraže bosta pogodbenici krili enako.

#### 18. člen Spremembe

1. Če katera koli pogodbenica meni, da bi bilo zaželeno spremeniti katero koli določilo tega sporazuma, lahko zahteva posvetovanja z drugo pogodbenico. Taka posvetovanja, ki so lahko med pristojnima organoma in ki so lahko ustna ali pisna, se bodo pričela v šestdesetih (60) dneh po dnevu, ko so bila zahtevana.

2. V kolikor bo za obe pogodbenici pričela veljati kakšna mnogostranska konvencija o zračnem prometu, bodo odločilna določila take konvencije. Posvetovanje v skladu s 1. odstavkom tega člena je lahko sklicano, da bi ugotovili, v kakšni meri na ta sporazum vplivajo določila mnogostranske konvencije.

3. Kakršna koli sprememba, ki je dogovorjena na takih posvetovanjih, prične veljati, ko je potrjena z izjavo diplomatskih not.

#### 19. člen Odpoved

1. Vsaka pogodbenica lahko kadar koli pisno po diplomatski poti sporoči drugi pogodbenici, da odpoveduje ta sporazum.

Tako sporočilo mora hkrati poslati Mednarodni organizaciji civilnega letalstva.

2. Sporazum bo prenehal veljati eno (1) leto po dnevu, ko druga pogodbenica prejme to sporočilo, razen če je sporočilo o odpovedi sporazumno umaknjeno pred iztekom tega roka.



In the absence of acknowledgement of receipt by the other Contracting Party, the notice shall be deemed to have been received fourteen (14) days after the receipt of the notice by the International Civil Aviation Organization.

## Article 20

**Registration**

This Agreement and any amendment thereto shall be registered with the International Civil Aviation Organization.

## Article 21

**Entry into force**

The present Agreement shall enter into force when Contracting Parties will have notified to each other the fulfilment of their constitutional formalities with regard to the conclusion and the entering into force of international agreements.

From that date the Agreement between the Government of the Federative Popular Republic of Yugoslavia and the Kingdom of Belgium on Air Transport, signed on the 24th September 1957, is terminated in regard to the relations between the Republic of Slovenia and the Kingdom of Belgium.

In witness whereof the undersigned, being duly authorised thereto by their respective Governments, have signed the present Agreement.

Done in two originals at Ljubljana on this 23 day of March 1994 in the English language.

For the Government of the Republic of Slovenia  
**Lojze Peterle, (s)**

For the Government of the Kingdom of Belgium:  
**Willy Claes, (s)**

**Annex****SCHEDULE OF ROUTES****1. Routes of the Republic of Slovenia**

Points of departure	Intermediate points	Points in Belgium	Points beyond
Points in Slovenia	any point	Points in Belgium	any point

**2. Routes of the Kingdom of Belgium**

Points of departure	Intermediate points	Points in Slovenia	Points beyond
Points in Belgium	any point	Points in Slovenia	any point

1. Intermediate points and points beyond on any of the specified routes may, at the option of the designated airlines, be omitted on any or all flights.

2. Each designated airline may terminate any of its agreed services in the territory of the other Contracting Party.

3. Each designated airline may serve intermediate points and points beyond on condition that no traffic rights are exercised between these points and the territory of the other Contracting Party.

Če druga pogodbenica ne potrdi prejema sporočila o odpovedi, se šteje, da ga je prejela štirinajst (14) dni po dnevu, ko ga je prejela Mednarodna organizacija civilnega letalstva.

## 20. člen

**Registracija**

Ta sporazum in kakršne koli njegove spremembe bodo registrirane pri Mednarodni organizaciji civilnega letalstva.

## 21. člen

**Uveljavitev**

Ta sporazum začne veljati, ko pogodbenici druga drugo obvestita, da so izpolnjene njune ustavne zahteve glede sklepanja in uveljavitve mednarodnih sporazumov.

S tem dnem preneha veljati v odnosih med Republiko Slovenijo in Kraljevino Belgijo Sporazum med Federativno ljudsko republiko Jugoslavijo in Kraljevino Belgijo o zračnem prometu, podpisan 24. septembra 1957.

Da bi to potrdila, sta podpisana, ki sta imela pravilno pooblastilo svojih vlad, podpisala ta sporazum.

Stavljeno v dveh izvornikih v Ljubljani dne 23. marca 1994 v angleškem jeziku.

Za Vlado Republike Slovenije  
**Lojze Peterle l. r.**

Za Vlado Kraljevine Belgije  
**Willy Claes l. r.**

**Priloga****PREGLED PROG****1. Proge Republike Slovenije**

Kraji vzletanja	Kraji vmesnega pristajanja	Kraji v Belgiji	Naslednji kraji
Kraji v Sloveniji	kateri koli	Kraji v Belgiji	kateri koli

**2. Proge Kraljevine Belgije**

Kraji vzletanja	Kraji vmesnega pristajanja	Kraji v Sloveniji	Naslednji kraji
Kraji v Belgiji	kateri koli	Kraji v Sloveniji	kateri koli

1. Kraje vmesnega pristajanja in naslednje kraje na določenih progah lahko določeni prevozniki, če to želijo, izpustijo na posameznem ali vseh letih.

2. Vsak določeni prevoznik lahko konča kateri koli polet v okviru dogovorjenega prometa na ozemlju druge pogodbenice.

3. Vsak določeni prevoznik lahko opravlja promet med vmesnimi kraji in naslednjimi kraji, pod pogojem, da ne opravlja prometa med temi kraji in ozemljem druge pogodbenice.

## 3. člen

Za izvajanje sporazuma skrbi ministrstvo, pristojno za promet in zveze.

## 4. člen

Ta zakon začne veljati naslednji dan po objavi v Uradnem listu Republike Slovenije - Mednarodne pogodbe.

Št. 326-06/94-11/1

Ljubljana, dne 19. julija 1994.

Predsednik  
Državnega zbora  
Republike Slovenije  
mag. Herman Rigelnik l. r.

## 85.

Na podlagi druge alineje prvega odstavka 107. člena in prvega odstavka 91. člena Ustave Republike Slovenije izdajam

## U K A Z

**O RAZGLASITVI ZAKONA O RATIFIKACIJI EVROPSKEGA SPORAZUMA O POMEMBNEJŠIH PROGAM MEDNARODNEGA KOMBINIRANEGA TRANSPORTA IN PRIPADAJOČIH NAPRAVAH (AGTC)**

Razglasjam Zakon o ratifikaciji Evropskega sporazuma o pomembnejših progah mednarodnega kombiniranega transporta in pripadajočih napravah (AGTC), ki ga je sprejel Državni zbor Republike Slovenije na seji dne 19. julija 1994.

Št. 012-01/94-91

Ljubljana, dne 27. julija 1994.

Predsednik  
Republike Slovenije  
Milan Kučan l. r.

## Z A K O N

**O RATIFIKACIJI EVROPSKEGA SPORAZUMA O POMEMBNEJŠIH PROGAM MEDNARODNEGA KOMBINIRANEGA TRANSPORTA IN PRIPADAJOČIH NAPRAVAH (AGTC)**

## 1. člen

Ratificira se Evropski sporazum o pomembnejših progah mednarodnega kombiniranega transporta in pripadajočih napravah (AGTC), sklenjen v Ženevi 1. februarja 1991.

## 2. člen

Sporazum se v izvorniku v angleškem jeziku in slovenskem prevodu glasi:

**EUROPEAN AGREEMENT  
ON IMPORTANT INTERNATIONAL COMBINED  
TRANSPORT LINES AND RELATED  
INSTALLATIONS (AGTC)**

The Contracting Parties,  
Desiring to facilitate the international transport of goods,

Aware of the expected increase in the international transport of goods as a consequence of growing international trade,

Conscious of the adverse environmental consequences such developments might have,

Emphasizing the important role of combined transport to alleviate the burden on the European road network, particularly in trans-alpine traffic, and to mitigate environmental damages,

**EVROPSKI SPORAZUM  
O POMEMBNEJŠIH PROGAM MEDNARODNEGA  
KOMBINIRANEGA TRANSPORTA  
IN PRIPADAJOČIH NAPRAVAH (AGTC)**

Pogodbenice so se  
v želji, da olajšajo mednarodni transport blaga,

zavedajoč se pričakovanega povečanja mednarodnega transporta blaga zaradi naraščajoče mednarodne trgovinske menjave,

zavedajoč se negativnih posledic, ki jih lahko imajo taka dogajanja za okolje,

zavedajoč se pomembne vloge, ki jo ima kombinirani transport pri zmanjšanju obremenitve evropskega cestnega omrežja, predvsem v čezalpskem prometu, in pri ublažitvi ekološke škode, in

Convinced that, in order to make international combined transport in Europe more efficient and attractive to customers, it is essential to establish a legal framework which lays down a co-ordinated plan for the development of combined transport services and the infrastructure necessary for their operation based on internationally agreed performance parameters and standards.

Have agreed as follows:

## CHAPTER I

### GENERAL

#### Article 1

#### DEFINITIONS

For the purposes of this Agreement:

(a) The term "combined transport" shall mean the transport of goods in one and the same transport unit using more than one mode of transport;

(b) The term "network of important international combined transport lines" shall refer to all railway lines considered to be important for international combined transport if:

(i) they are currently used for regular international combined transport (e.g. swap body, container, semi-trailer);

(ii) they serve as important feeder lines for international combined transport;

(iii) they are expected to become important combined transport lines in the near future (as defined in (i) and (ii));

(c) The term "related installations" shall refer to combined transport terminals, borders crossing points, stations for the exchange of wagon groups, gauge interchange stations and ferry links/ports which are important for international combined transport.

#### Article 2

#### DESIGNATION OF THE NETWORK

The Contracting Parties adopt the provisions of this Agreement as a co-ordinated international plan for the development and operation of a network of important international combined transport lines and related installations, hereinafter referred to as "international combined transport network" which they intend to undertake within the framework of national programmes. The international combined transport network consists of the railway lines contained in annex I to this Agreement, and of combined transport terminals, border crossing points, gauge interchange stations and ferry links/ports important for international combined transport which are contained in annex II to this Agreement.

#### Article 3

#### TECHNICAL CHARACTERISTICS OF THE NETWORK

The railway lines of the international combined transport network shall conform to the characteristics set out in annex III to this Agreement or will be brought into conformity with the provisions of this annex in future improvement work to be carried out in conformity with national programmes.

prepričane, da je nujno treba, da bi mednarodni kombinirani transport postal učinkovitejši in za naročnike privlačnejši, izdelati pravni okvir, ki bo določil usklajen načrt za razvoj kombiniranih transportnih storitev in infrastrukture, potrebne za opravljanje teh storitev, na podlagi mednarodno dogovorjenih parametrov in standardov kakovosti,

dogovorile o naslednjem:

## I. POGLAVJE

### SPLOŠNO

#### 1. člen

#### Definicije

V tem sporazumu imajo posamezni izrazi naslednji pomen:

(a) izraz "kombinirani transport" pomeni prevoz enega in istega blaga z različnimi prevoznimi sredstvi;

(b) izraz "omrežje pomembnejših mednarodnih prog za kombinirani transport" pomeni vse železniške proge, ki se štejejo za pomembne v mednarodnem kombiniranem prevozu, če:

(i) se splošno uporabljajo za redni mednarodni kombinirani transport (npr. zamenljivo tovarišče, zabojnik, polpriklopnik);

(ii) so pomembne dovozne proge za mednarodni kombinirani transport;

(iii) se pričakuje, da bodo v bližnji prihodnosti postale pomembne proge pri kombiniranem transportu (kot določata alineji (i) in (ii));

(c) izraz "pripadajoče naprave" pomeni terminale pri kombiniranem transportu, mejne prehode, ranžirne postaje, postaje za spremembo širine koloteka in trajektne povezave/pristanišča, ki so pomembna za mednarodni kombinirani transport.

#### 2. člen

#### Označba omrežja

Pogodbenice sprejemajo določbe tega sporazuma kot usklajen mednarodni načrt za razvoj in delovanje omrežja pomembnejših mednarodnih prog za kombinirani transport in pripadajoče naprave, v nadaljnjem besedilu imenovanega "mednarodno omrežje za kombinirani transport", in ta načrt nameravajo sprejeti v okviru nacionalnih programov. Mednarodno omrežje za kombinirani transport sestavljajo železniške proge, ki so navedene v I. dodatku k temu sporazumu in terminali za kombinirani transport, mejni prehodi, postaje za spremembo širine koloteka in trajektne povezave/pristanišča, pomembna za mednarodni kombinirani transport, ki so navedena v II. dodatku k temu sporazumu.

#### 3. člen

#### Tehnične značilnosti omrežja

Železniške proge mednarodnega omrežja za kombinirani transport bodo prilagojene karakteristikam, navedenim v aneksu III. k temu sporazumu oziroma se bodo prilagodile določbam tega aneksa z bodočimi rekonstrukcijskimi deli, ki se bodo izvajala v skladu z nacionalnimi programi.

Article 4  
OPERATIONAL TARGETS

In order to facilitate international combined transport services on the international combined transport network, Contracting Parties shall undertake appropriate measures in order to achieve the performance parameters and minimum standards for combined transport trains and related installations referred to in annex IV to this Agreement.

Article 5  
ANNEXES

The annexes to this Agreement form an integral part of the Agreement. Further annexes covering other aspects of combined transport may be added to the Agreement in accordance with the amendment procedure described in article 12.

CHAPTER II  
FINAL PROVISIONS

Article 6  
DESIGNATION OF THE DEPOSITARY

The Secretary General of the United Nations shall be the depositary of this Agreement.

Article 7  
SIGNATURE

1. This Agreement shall be open at the office of the United Nations in Geneva for signature by States which are members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraphs 8 and 11 of the terms of reference of the Commission, from 1 April 1991 to 31 March 1992.

2. Such signatures shall be subject to ratification, acceptance or approval.

Article 8  
RATIFICATION, ACCEPTANCE OR APPROVAL

1. This Agreement shall be subject to ratification, acceptance or approval in accordance with paragraph 2 of article 7.

2. Ratification, acceptance or approval shall be effected by the deposit of an instrument with the Secretary General of the United Nations.

Article 9  
ACCESSION

1. This Agreement shall be open for accession by any State referred to in paragraph 1 of Article 7 from 1 April 1991.

2. Accession shall be effected by the deposit of an instrument with the Secretary-General of the United Nations.

Article 10  
ENTRY INTO FORCE

1. This Agreement shall enter into force 90 days after the date on which the Governments of eight States have deposited an instrument of ratification, acceptance, approval or accession, provided that one or more lines of the international combined transport network link, in a continuous manner, the territories of at least four of the States which have deposited such an instrument.

4. člen  
Operativni cilji

Da bi olajšale mednarodne storitve na omrežju za kombinirani transport, bodo pogodbenice sprejele ustrezne ukrepe, da bodo vlaki za kombinirani transport in pripadajoče naprave dosegli parametre učinkovitosti in minimalne standarde, navedene v IV. dodatku k temu sporazumu.

5. člen  
Dodatki

Dodatki k temu sporazumu so sestavni del sporazuma. Nadaljnje dodatke o drugih vidikih kombiniranega transporta je mogoče sprejeti v skladu s postopkom, ki velja za sprejem dopolnil, opisanim v 15. členu.

II. POGLAVJE  
KONČNE DOLOČBE

6. člen

**Določitev depozitarja sporazuma**

Depozitar tega sporazuma je generalni sekretar Združenih narodov.

7. člen  
Podpis

1. Ta sporazum je odprt za podpis državam, ki so članice Gospodarske komisije za Evropo pri Združenih narodih ali so sprejete v Komisijo kot svetovalke v skladu z 8. in 11. odstavkom pogodbenih določb Komisije, od 1. aprila 1991 do 31. marca 1992 v uradu Združenih narodov v Ženevi.

2. Podpis je potrjen ratifikaciji, odobritvi ali sprejetju.

8. člen

**Ratifikacija, odobritev ali sprejetje**

1. Ta sporazum se ratificira, odobri ali potrdi v skladu z 2. odstavkom 7. člena.

2. Ratifikacija, odobritev ali sprejetje učinkujejo s shranitvijo listine pri generalnem sekretarju Združenih narodov.

9. člen  
Pristop

1. K temu sporazumu lahko države, omenjene v 1. odstavku 7. člena, pristopijo od 1. aprila 1991 dalje.

2. K sporazumu se pristopi s shranitvijo listine pri generalnem sekretarju Združenih narodov.

10. člen  
Uveljavitev

1. Ta sporazum začne veljati 90 dni po dnevu, ko vlade osmih držav shranijo listine o ratifikaciji, odobritvi, sprejetju ali pristopu, pod pogojem, da ena ali več prog mednarodnega omrežja za kombinirani prevoz neprekinjeno povezuje ozemlja vsaj štirih držav, ki so shranile omenjeno listino.

2. If the above condition is not fulfilled, the Agreement shall enter into force 90 days after the date of the deposit of the instrument of ratification, acceptance, approval or accession, whereby the said condition will be satisfied.

3. For each State which deposits an instrument of ratification, acceptance, approval or accession after the commencement of the period of 90 days specified in paragraphs 1 and 2 of this article, the Agreement shall enter into force 90 days after the date of deposit of the said instrument.

#### Article 11

### LIMITS TO THE APPLICATION OF THE AGREEMENT

1. Nothing in this Agreement shall be construed as preventing a Contracting Party from taking such action, compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation, as it considers necessary for its external or internal security.

2. Such measures, which must be temporary, shall be notified immediately to the depositary and their nature specified.

#### Article 12

### SETTLEMENT OF DISPUTES

1. Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Agreement and which the Parties in dispute are unable to settle by negotiation or other means shall be referred to arbitration if any of the Contracting Parties in dispute so requests and shall, to that end, be submitted to one or more arbitrators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of an arbitrator or arbitrators within three months after the request for arbitration, any of those Parties may request the Secretary-General of the United Nations to appoint a single arbitrator to whom the dispute shall be submitted for decision.

2. The award of the arbitrator or arbitrators appointed in accordance with paragraph 1 of this article shall be binding upon the Contracting Parties in dispute.

#### Article 13

### RESERVATIONS

Any State may, at the time of signing this Agreement or of depositing its instrument of ratification, acceptance, approval or accession, notify the depositary that it does not consider itself bound by article 12 of this Agreement.

#### Article 14

### AMENDMENT OF THE AGREEMENT

1. This Agreement may be amended in accordance with the procedure specified in this article, except as provided for under articles 15 and 16.

2. At the request of a Contracting Party, any amendment proposed by it to this Agreement shall be considered by the Working Party on Combined Transport of the United Nations Economic Commission for Europe.

3. If the amendment is adopted by a two-thirds majority of the Contracting Parties present and voting, the amendment shall be communicated by the Secretary-General of the United Nations to all Contracting Parties for acceptance.

2. Če navedeni pogoj ni izpolnjen, sporazum začne veljati 90 dni po dnevu shranitve listine o ratifikaciji, odobritvi, sprejetju ali pristopu, pri čemer bo omenjeni pogoj izpolnjen.

3. Za vsako državo, ki shrani listino o ratifikaciji, odobritvi, sprejetju ali pristopu po pričetku dobe 90 dni, določene v 1. in 2. odstavku tega člena, sporazum začne veljati 90 dni po datumu shranitve omenjene listine.

#### 11. člen

### Omejitve pri uporabi sporazuma

1. Ta sporazum ne preprečuje vsaki pogodbenici sprejem ukrepov, skladnih z določbami Ustanovne listine Združenih narodov in v okviru nujnosti nastalega položaja, ki se ji zdijo potrebni za njeno zunanjo ali notranjo varnost.

2. O teh ukrepih, ki morajo biti začasni, pogodbenica takoj uradno obvesti depozitarja in navede vrsto ukrepov, ki jih je sprejela.

#### 12. člen

### Reševanje sporov

1. Vsi spori med dvema ali več pogodbenicami v zvezi z razlago ali uporabo tega sporazuma, ki jih pogodbenice ne morejo rešiti s pogajanjem ali drugače, se predložijo v arbitražo, če katera od pogodbenic v sporu to zahteva, in bodo v danem primeru predloženi enemu ali več razsodnikom, izbranim sporazumno med pogodbenicami v sporu. Če se pogodbenice v sporu v treh mesecih po zahtevi za arbitražo ne dogovorijo glede izbire razsodnika ali razsodnikov, lahko katera koli od teh pogodbenic od generalnega sekretarja Združenih narodov zahteva, da določi enega razsodnika, ki mu bo spor predan v odločanje.

2. Odločitev razsodnika ali razsodnikov, imenovanih v skladu s 1. odstavkom tega člena, bo za pogodbenice v sporu zavezujoča.

#### 13. člen

### Pridržki

Vsaka država lahko ob podpisu tega sporazuma ali shranitvi svoje listine o ratifikaciji, odobritvi, sprejetju ali pristopu depozitarja uradno obvesti, da je ne zavezuje 12. člen tega sporazuma.

#### 14. člen

### Dopolnjevanje sporazuma

1. Ta sporazum se lahko dopolni v skladu s postopkom, določenim v tem členu, razen v primerih, ki jih predvidevata 15. in 16. člen.

2. Na zahtevo pogodbenice mora delovno telo za kombinirani transport Gospodarske komisije za Evropo pri Združenih narodih obravnavati vsako dopolnilo k temu sporazumu, ki ga pogodbenica predlaga.

3. Če dopolnilo sprejme dvotretjinska večina navzočih in glasujočih pogodbenic, ga generalni sekretar Združenih narodov pošlje vsem pogodbenicam, da ga sprejmejo.

4. Any proposed amendment communicated in accordance with paragraph 3 of this article shall come into force with respect to all Contracting Parties three months after the expiry of a period of twelve months following the date of its communication, provided that during such period of twelve months no objection to the proposed amendment shall have been notified to the General-Secretary of the United Nations by a State which is a Contracting Party.

5. If an objection to the proposed amendment has been notified in accordance with paragraph 4 of this article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

#### Article 15

##### AMENDMENT OF ANNEXES I AND II

1. Annexes I and II to this Agreement may be amended in accordance with the procedure laid down in this article.

2. At the request of a Contracting Party, any amendment proposed by it to annexes I and II shall be considered by the Working Party on Combined Transport of the United Nations Economic Commission for Europe.

3. If the amendment is adopted by the majority of the Contracting Parties present and voting, the proposed amendment shall be communicated by the Secretary-General of the United Nations to the Contracting Parties directly concerned for acceptance. For the purpose of this article, a Contracting Party shall be considered directly concerned if in the case of inclusion of a new line, an important terminal, a border crossing point, a gauge interchange station or a ferry link/port or in case of their respective modification, its territory is crossed by that line or is directly linked to the important terminal, or if the considered important terminal, border crossing point, gauge interchange station or terminal point of the ferry link/port are situated on the said territory.

4. Any proposed amendment communicated in accordance with paragraphs 2 and 3 of this article shall be deemed accepted if, within a period of six months following the date of its communication by the depositary, none of the Contracting Parties directly concerned has notified the Secretary-General of the United Nations of its objection to the proposed amendment.

5. Any amendment thus accepted shall be communicated by the Secretary-General of the United Nations to all Contracting Parties and shall enter into force three months after the date of its communication by the depositary.

6. If an objection to the proposed amendment has been notified in accordance with paragraph 4 of this article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

7. The depositary shall be kept promptly informed by the Secretariat of the Economic Commission for Europe of the Contracting Parties which are directly concerned by a proposed amendment.

#### Article 16

##### AMENDMENT OF ANNEXES III AND IV

1. Annexes III and IV to this Agreement may be amended in accordance with the procedure specified in this article.

2. At the request of a Contracting Party, any amendment proposed by it to annexes III and IV shall be considered by the Working Party on Combined Transport of the United Nations Economic Commission for Europe.

3. If the amendment is adopted by a two-thirds majority of the Contracting Parties present and voting,

4. Predlagano dopolnilo, poslano v skladu s 3. odstavkom tega člena, začne veljati za vse pogodbenice tri mesece po izteku obdobja dvanajst mesecev po datumu, ko je bilo dopolnilo poslano, če v dvanajstih mesecih nobena država pogodbenica ne obvesti generalnega sekretarja Združenih narodov, da nasprotuje predlaganemu dopolnilu.

5. Če je v zvezi s predlaganim dopolnilom poslan pridržek v skladu s 4. odstavkom tega člena, se šteje, kot da dopolnilo ni sprejeto in nima nobenega učinka.

#### 15. člen

##### Dopolnjevanje I. in II. dodatka

1. I. in II. dodatek k temu sporazumu se lahko dopolnita v skladu s postopkom, opisanim v tem členu.

2. Na prošnjo pogodbenice delovno telo za kombinirani transport Gospodarske komisije za Evropo pri Združenih narodih obravnava predloge dopolnil pogodbenice k I. in II. dodatku.

3. Če dopolnilo sprejme večina navzočih in glasujočih pogodbenic, ga generalni sekretar Združenih narodov pošlje neposredno zainteresiranim pogodbenicam, da ga sprejmejo. V skladu s tem členom se pogodbenica šteje za neposredno zainteresirano, če ob vključitvi nove proge, pomembnega terminala, mejnega prehoda, postaje za spremembo širine koloteka ali trajektne povezave/pristanišča ali ob njihovem spreminjanju ta proga teče čez njeno ozemlje, če je njeno ozemlje neposredno povezano s pomembnim terminalom ali so ta terminal, mejni prehod, postaja za spremembo širine koloteka ali trajektna povezava/pristanišče na omenjenem ozemlju.

4. Predlagano dopolnilo, poslano v skladu z 2. in 3. odstavkom tega člena, se šteje za sprejeto, če v šestih mesecih po datumu, ko ga je depozitar poslal, nobena od neposredno zainteresiranih pogodbenic generalnemu sekretarju Združenih narodov ne sporoči svojega pridržka glede predlaganega dopolnila.

5. Generalni sekretar Združenih narodov sprejeto dopolnilo pošlje vsem pogodbenicam; veljati začne tri mesece po datumu, ko ga je depozitar poslal.

6. Če je v zvezi s predlaganim dopolnilom poslan pridržek v skladu s 4. odstavkom tega člena, se šteje, kot da dopolnilo ni sprejeto in nima nobenega učinka.

7. Sekretariat Gospodarske komisije za Evropo depozitarja sproti obvešča o pogodbenicah, ki jih predlagano dopolnilo neposredno prizadeva.

#### 16. člen

##### Dopolnjevanje III. in IV. dodatka

1. III. in IV. dodatek k temu sporazumu se lahko dopolnita v skladu s postopkom, opisanim v tem členu.

2. Na prošnjo pogodbenice delovno telo za kombinirani transport Gospodarske komisije za Evropo pri Združenih narodih obravnava predloge dopolnil pogodbenice k III. in IV. dodatku.

3. Če dopolnilo sprejme dvotretjinska večina navzočih in glasujočih pogodbenic, ga generalni sekretar Zdru-

the amendment shall be communicated by the Secretary-General of the United Nations to all Contracting Parties for acceptance.

4. Any proposed amendment communicated in accordance with paragraph 3 of this article shall come into force within a period of six months following the date of its communication, unless one-fifth of the Contracting Parties have notified the Secretary-General of the United Nations of their objection to the proposed amendment. Otherwise, the amendment will enter into force with respect to all Contracting Parties except those which, prior to the date of its entry into force, have notified the Secretary-General that they did not accept the proposed amendment.

5. Any amendment accepted shall be communicated by the Secretary-General to all Contracting Parties and shall enter into force three months after the date of its communication.

6. If any objection to the proposed amendment has been communicated in accordance with paragraph 4 of this article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

#### Article 17

#### SAFEGUARD CLAUSE

The provisions of this Agreement cannot prevail over those that some States may be compelled to apply among themselves in accordance with other multilateral treaties, such as the 1957 Treaty of Rome establishing the European Economic Community.

#### Article 18

#### DENUNCIATION

1. Any Contracting Party may denounce this Agreement by written notification addressed to the General-Secretary of the United Nations.

2. The denunciation shall take effect one year after the date of receipt by the Secretary-General of said notification.

#### Article 19

#### TERMINATION

Should, after the entry into force of this Agreement, the number of Contracting Parties be for any period of twelve consecutive months reduced to less than eight, the Agreement shall cease to have effect twelve months after the date on which the eighth State ceased to be a Contracting Party.

#### Article 20

#### NOTIFICATIONS AND COMMUNICATIONS BY THE DEPOSITARY

In addition to such notifications and communications as this Agreement may specify, the functions of the Secretary-General of the United Nations as depositary shall be as set out in Part VII of the Vienna Convention on the Law of Treaties, concluded at Vienna on 23 May 1969.

#### Article 21

#### AUTHENTIC TEXTS

The original of this Agreement, of which the English, French, and Russian texts are equally authentic, shall be deposited with the Secretary-General of the United Nations.

In witness whereof the undersigned, being duly authorized to that effect, have signed this Agreement.

Done at Geneva on the first day of February 1991.

ženih narodov pošlje vsem pogodbenicam, da ga sprejmejo.

4. Predlagano dopolnilo, poslano v skladu s 3. odstavkom tega člena, začne veljati šest mesecev po datumu, ko je bilo poslano, razen če ena petina pogodbenic generalnemu sekretarju Združenih narodov uradno sporoči, da ima pridržke glede predlaganega dopolnila. Dopolnilo začne veljati za vse pogodbenice, razen za tiste, ki so pred datumom njegove uveljavitve generalnega sekretarja uradno obvestile, da ne sprejmejo predlaganega dopolnila.

5. Generalni sekretar pošlje sprejeto dopolnilo vsem pogodbenicam in začne veljati tri mesece po datumu, ko je bilo poslano.

6. Če je v zvezi s predlaganim dopolnilom poslan pridržek v skladu s 4. odstavkom tega člena, se šteje, kot da dopolnilo ni sprejeto in nima nobenega učinka.

#### 17. člen

#### Zaščitna določba

Določbe tega sporazuma ne morejo prevladati nad določbami, ki jih nekatere države utegnejo biti primorane medsebojno uporabiti v skladu z drugimi večstranskimi pogodbami, kot je npr. Rimska pogodba iz leta 1957, s katero je bila ustanovljena Evropska gospodarska skupnost.

#### 18. člen

#### Odpoved

1. Pogodbenica lahko odpove ta sporazum s pisnim obvestilom, ki ga pošlje generalnemu sekretarju Združenih narodov.

2. Odpoved začne veljati eno leto po datumu, ko je generalni sekretar prejel omenjeno obvestilo.

#### 19. člen

#### Prenehanje

Če je po uveljavitvi tega sporazuma število pogodbenic v dvanajstih zaporednih mesecih manjše kot osem, sporazum neha veljati dvanajst mesecev po datumu, ko je osma država prenehala biti pogodbenica.

#### 20. člen

#### Uradna sporočila in obvestila depozitarja

Poleg dajanja uradnih sporočil in obvestil, ki jih predvideva ta sporazum, so funkcije generalnega sekretarja Združenih narodov kot depozitarja takšne, kot so določene v VII. delu Dunajske konvencije o pogodbenem pravu, sklenjene na Dunaju 23. maja 1969.

#### 21. člen

#### Verodostojna besedila

Izvirnik tega sporazuma, katerega angleški, francoski in ruski izvod so enako verodostojni, bo shranjen pri generalnem sekretarju Združenih narodov.

Da bi to potrdili, so ta sporazum podpisale za to pooblaščen osebe.

V Zenevi, 1. februarja 1991.

**RAILWAY LINES OF IMPORTANCE FOR  
INTERNATIONAL COMBINED TRANSPORT**

	<b>(1) Portugal *</b>
C-E 05	(Fuentes de Oñoro-) Vilar Formoso-Pampilhosa-Coimbra-Lizbona Porto
C-E 90	Lizbona-Entrocamento-Marvao (- Venecia de Alcántara)
	<b>(2) Spain *</b>
C-E	(Hendye-) Irún-Burgos-Medina del Campo-Fuentes de Oñoro (-Vilar Formoso)
C-E 07	(Hendaye-) Irún-Burgos- Avila - Madrid Aranda de Duero
C-E 053	Madrid-Córdoba-Bobadilla-Algeciras
C-E 90	(Marvao-) Valencia de Alcántara-Madrid-Barcelona-Port Bou (-Cerbèra)
C 90/I	Valencia-Barcelona
	<b>(3) Ireland *</b>
C-E 03	(Larne-Belfast)-Dublin
	<b>(4) United Kingdom *</b>
C-E 03	Glasgow-Stranraer-Larne-Belfast (-Dublin)-Holyhead- Crewe -London- Folkstone-Dover (-Calais) Carlisle
C 03/1	London-Cardiff
C 03/2	Cleveland-Doncaster-London Leeds
C-E 16	London-Harwich (-Zeebrugge)
	<b>(5) France *</b>
C-E 05)	Paris-Bordeaux-Hendaye (-Irún)
C-E 07)	
C 07	Paris-Toulouse
C-E 15	(Quévy-) Feignies -Aulnoye-Paris- Dijon -Lyon- Avignon - Tarascon-Marseille (Erquelinnes-) Jeumont Le Creusot
C 20	Lille-Tourcoing (-Mouscron)
C-E 23	Dunkerque-Aulnoye-Thionville-Metz-Frouard-Toul- Culmont-Chalindrey-Dijon (-Vallorbe)
C-E 25	(Bettembourg-) Thionville-Metz-Strasbourg-Mulhouse- (-Basel) Belfort-Besançon-Dijon
C 25	Thionville-Apach (-Pearl)
C-E 40	Le Havre-Paris-Lérrouville-Onville-Metz-Rémilly-Forbach (-Saarbrücken)
C 40	Paris-Le Mans-Nantes Rennes
C-E 42	Paris-Lérrouville-Nancy-Sarrebourg-Réding-Strasbourg (-Kehl)
C 51	(Dover-) Calais-Lille-Paris
C-E 70	Paris-Mâcon-Ambérieu-Culoz-Modane (-Torino)
C-E 700	Lyon-Ambérieu
C-E 90	(Port Bou-) Cerbère-Narbonne-Tarascon-Marseille- Menton (-Ventimiglia)
C 90/2	Bordeaux-Toulouse-Narbonne



## Aneks I

POMEMBNEJŠE ŽELEZNIŠKE PROGE  
ZA MEDNARODNI KOMBINIRANI TRANSPORT

	<b>(1) Portugalska *</b>
C-E 05	(Fuentes de Oñoro-) Vilar Formoso-Pampilhosa-Coimbra-Lizbona Porto
C-E 90	Lizbona-Entrocamento-Marvao (- Venecia de Alcantara)
	<b>(2) Španija *</b>
C-E	(Hendaye-) Irún-Burgos-Medina del Campo-Fuentes de Oñoro (-Vilar Formoso)
C-E 07	(Hendaye-) Irún-Burgos- Avila - Madrid Aranda de Duero
C-E 053	Madrid-Cordoba-Bobadilla-Algeciras
C-E 90	(Marvao-) Valencia de Alcántara-Madrid-Barcelona-Port Bou (-Cerbèra)
C 90/1	Valencia-Barcelona
	<b>(3) Irska *</b>
C-E 03	(Larne-Belfast)-Dublin
	<b>(4) Velika Britanija *</b>
C-E 03	Glasgow-Stranraer-Larne-Belfast (-Dublin)-Holyhead- Crewe -London Folkstone-Dover (-Calais) Carlisle
C 03/1	London-Cardiff
C 03/2	Cleveland-Doncaster-London Leeds
C-E 16	London-Harwich (-Zeebrugge)
	<b>(5) Francija *</b>
C-E 05)	Paris-Bordeaux-Hendaye (-Irún)
C-E 07)	
C 07	Paris-Toulouse
C-E 15	(Quévy-) Feignies -Aulnoye-Paris- Dijon -Lyon- Avignon - Tarascon-Marseille (Érquelines-) Jeumont Le Creusot
C 20	Lille-Tourcoing (-Mouscron)
C-E 23	Dunkerque-Aulnoye-Thionville-Metz-Frouard-Toul- Culmont-Chalindrey-Dijon (-Vallorbe)
C-E 25	(Bettembourg-) Thionville-Metz-Strasbourg-Mulhouse- (-Basel) Belfort-Besançon-Dijon
C 25	Thionville-Apach (-Pearl)
C-E 40	Le Havre-Paris-Lérrouville-Onville-Metz-Rémilly-Forbach (-Saarbrücken)
C 40	Paris-Le Mans-Nantes Rennes
C-E 42	Paris-Lérrouville-Nancy-Sarrebourg-Réding-Strasbourg (-Kehl)
C 51	(Dover-) Calais-Lille-Paris
C-E 70	Paris-Mâcon-Ambérieu-Culoz-Modane (-Torino)
C-E 700	Lyon-Ambérieu
C-E 90	(Port Bou-) Cerbère-Narbonne-Tarascon-Marseille- Menton (-Ventimiglia)
C 90/2	Bordeaux-Toulouse-Narbonne

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**(6) Netherlands \***

- C-E 15 Amsterdam-Den Haag-Rotterdam Roosendaal (-Antwerpen)  
C-E 35 Amsterdam-Utrecht-Arnhem (-Emmerich)  
C 10/1 Utrecht-Amersfoort-Hegelo (-Bad Bentheim)  
C-E 16 (Harwich-) Hoek Van Holland-Rotterdam-Utrecht  
C 16 Rotterdam-Tilburg-Venlo (-Köln)

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**(7) Belgium \***

- C-E 10 (Dover-) Oostende-Bruxelles-Liège (-Aachen)  
C-E 20  
C 20 (Tourcoing-) Mouscron-Liège-Montzen (-Aachen)  
C-E 15 (Roosendaal-) Antwerpen-Bruxelles-Quévy (-Feignies)  
C 15 (Jeumont-) Erquennes-Charleroi  
C-E 25 Bruxelles-Arlon-Sterpenich (-Kleinbettingen)  
C-E 22 (Harwich-) Zeebrugge-Brugge

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**(8) Luxembourg \***

- C-E 25 (Sterpenich)-Kleinbettingen-Luxembourg-Bettembourg (-Thionville)

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**(9) Germany \***

- C 16 (Venlo-) Moenchengladbach-Köln  
C 25 (Apach-) Perl-Trier-Koblenz  
C-E 35 (Arnhem-) Emmerich-Duisburg- Düsseldorf - Köln-Mainz-Mannheim-Karlsruhe (-Basel)  
Düsseldorf-Neuss
- C-E 43 Frankfurt(M)-Heidelberg-Bruchsal-Stuttgart-Ulm-Augsburg-München-  
Mannheim  
Freilassing(-Salzburg)
- C-E 45 (Röbby-) Puttgarden-Hamburg-Hannover-Bebra-Gemünden-Nürnberg- Augsburg-München (-Kufstein)  
C 45/1 (Fredericia-) Flensburg-Hamburg  
C 45/2 Bremerhaven-Bremen-Hannover  
C 45/3 Travemünde-Lübeck  
C-E 451 Nürnberg-Passau (-Wels)  
C-E 51 (Gedser-) Rostock-Berlin/Seddin-Leipzig-Plauen-Hof-Nürnberg  
C-E 55 (Trelleborg-) Sassnitz Hafen-Stralsund- Pasewalk -Berlin/Seddin- Dresden-Bad Schandau (-Decin)  
C-E 61) Neusterlitz
- C-E 10 (Liège-) Aachen-Köln-Düsseldorf-Dortmund-Münster-Osnabrück-Bremen-Hamburg-Lübeck (-Hanko)  
C 10/1 (Hengelo-) Bad Bentheim-Osnabrück  
C-E 18 Hamburg-Büchen-Berlin/Seddin  
C-E 20 (Liège-) Aachen-Köln-Duisburg-Dortmund-Hannover-Helmstedt-Berlin/Seddin-Frankfurt(O) (-Kunowice)  
C-E 30 Dresden-Görlitz (-Zgorzelec)  
C-E 32 Frankfurt(M)-Hanau-Flieden-Bebra-Leipzig  
C-E 40 (Forbach-) Saarbrücken-Ludwigshafen-Mannheim-Frankfurt(M)-Gemünden-Nürnberg-Schirnding (-Cheb)  
C-E 42 (Strasbourg-) Kehl-Appenweier-Karlsruhe-Mühlacker-Stuttgart  
Offenburg
- C-E 46 Mainz-Frankfurt(M)
-

	<b>(6) Nizozemska *</b>
C-E 15	Amsterdam-Den Haag-Rotterdam Roosendaal (-Antwerpen)
C-E 35	Amsterdam-Utrecht-Arnhem (-Emmerich)
C 10/1	Utrecht-Amersfoort-Hegelo (-Bad Bentheim)
C-E 16	(Harwich-) Hoek Van Holland-Rotterdam-Utrecht
C 16	Rotterdam-Tilburg-Venlo (-Köln)
	<b>(7) Belgija *</b>
C-E 10)	(Dover-) Oostende-Bruxelles-Liège (-Aachen)
C-E 20)	
C 20	(Tourcoing-) Mouscron-Liège-Montzen (-Aachen)
C-E 15	(Roosendaal-) Antwerpen-Bruxelles-Quévy (-Feignies)
C 15	(Jeumont-) Erquennes-Charleroi
C-E 25	Bruxelles-Arlon-Sterpenich (-Kleinbettingen)
C-E 22	(Harwich-) Zeebrugge-Brugge
	<b>(8) Luksemburg *</b>
C-E 25	(Sterpenich)-Kleinbettingen-Luxembourg-Bettembourg (-Thionville)
	<b>(9) Nemčija *</b>
C 16	(Venlo-) Moenchengladbach-Köln
C 25	(Apach-) Perl-Trier-Koblenz
C-E 35	(Arnhem-) Emmerich-Duisburg- <u>Düsseldorf -</u> <u>Düsseldorf-Neuss</u> Köln-Mainz-Mannheim-Karlsruhe (-Basel)
C-E 43	Frankfurt(M)-Heidelberg-Bruchsal-Stuttgart-Ulm-Augsburg-München- Mannheim Freilassing (-Salzburg)
C-E 45	(Rodby-) Puttgarden-Hamburg-Hannover-Bebra-Gemünden-Nürnberg- Augsburg-München (-Kufstein)
C 45/1	(Fredericia-) Flensburg-Hamburg
C 45/2	Bremerhaven-Bremen-Hannover
C 45/3	Travemünde-Lübeck
C-E 451	Nürnberg-Passau (-Wels)
C-E 51	(Gedser-) Rostock-Berlin/Seddin-Leipzig-Plauen-Hof-Nürnberg
C-E 55)	(Trelleborg-) Sassnitz Hafen-Stralsund- <u>Pasewalk -</u> Berlin/Seddin- Dresden-Bad Schandau (-Decin)
C-E 61)	Neusterlitz
C-E 10	(Liège-) Aachen-Köln-Düsseldorf-Dortmund-Münster-Osnabrück-Bremen-Hamburg-Lübeck (-Hanko)
C 10/1	(Hengelo-) Bad Bentheim-Osnabrück
C-E 18	Hamburg-Büchen-Berlin/Seddin
C-E 20	(Liège-) Aachen-Köln-Duisburg-Dortmund-Hannover-Helmstedt-Berlin/Seddin-Frankfurt(O) (-Kunowice)
C-E 30	Dresden-Görlitz (-Zgorzelec)
C-E 32	Frankfurt(M)-Hanau-Fliesen-Bebra-Leipzig
C-E 40	(Forbach-) Saarbrücken-Ludwigshafen-Mannheim-Frankfurt(M)-Gemünden-Nürnberg-Schirnding (-Cheb)
C-E 42	(Strasbourg-) Kehl-Appenweier- <u>Karlsruhe-Mühlacker-Stuttgart</u> Offenburg
C-E 46	Mainz-Frankfurt(M)

- (10) **Switzerland \***
- C-E 23 (Dijon-) Vallorbe-Lausanne-Brig
- C-E 25 (Mulhouse-) Basel-Olten-Bern-Brig (-Domodossola)
- C-E 35 (Karlsruhe-) Basel-Olten-Chiasso (-Milano)
- C 35 (Karlsruhe-) Basel-Brugg-Immensee-Bellinzona-(-Luino)  
Chiasso (-Milano)
- C-E 50 (Culoz-) Genève-Lausanne-Bern-Zürich-Buchs (-Innsbruck)
- 
- (11) **Italy \***
- C-E 25 (Brig-) Domodossola-Novara-Milano-Genova
- C-E 35 (Chiasso-) Milano-Bologna-Firenze-Roma-Napoli-Salerno-Villa S. Giovanni-Messina
- C 35 (Bellinzona-) Luino-Gallarate-Rho-Milano
- C-E 45 (Innsbruck-) Brennero-Verona-Bologna-Ancona-Foggia-Bari-Brindisi
- C-E 55 (Arnoldstein) Tarvisio-Udine-Venezia-Bologna  
Trieste
- C-E 70 (Modane-) Torino-Rho-Milano-Verona-Trieste-Villa Opicina (-Sežana)
- C-E 72 Torino-Genova
- C-E 90 (Menton-) Ventimiglia-Genova-Pisa-Livorno-Roma
- C 90/1 La Spezia-Fidenza-Parma
- C 90/2 Livorno-Pisa-Firenze
- 
- (12) **Norway \***
- C-E 45 Oslo-(Kornsjø)
- C 61 Oslo (-Charlottenberg-Stockholm)
- 
- (13) **Sweden \***
- C 10/2 Stockholm (-Turku)
- C-E 45 (Kornsjø-) Göteborg-Helsingborg (-Helsingør)
- C 45/1 Göteborg (-Frederikshavn)
- C 45/3 Malmö (-Travemünde)
- C-E 53 Helsingborg-Hässleholm
- C-E 55) Stockholm-Hässleholm-Malmö-Trelleborg (-Sassnitz Hafen)
- C-E 61)
- C 55 Hallsberg-Göteborg
- C-E 59 Malmö-Ystad- (-Szczecin)
- C 61 (Oslo-) Charlottenberg-Karlstad-Hallsberg-Stockholm
- 
- (14) **Denmark \***
- C-E 45 (Helsingborg-) Helsingør-København-Nykøbing-Rodby (-Puttgarden)
- C 45/1 (Göteborg-) Frederikshavn-Arhus-Fredericia (-Flensburg)  
København
- C-E 530 Nykøbing-Gedser (-Rostock)
-

	(10) Švica *
C-E 23	(Dijon-) <u>Vallorbe-Lausanne-Brig</u>
C-E 25	(Mulhouse-) Basel-Olten-Bern-Brig (-Domodossola)
C-E 35	(Karlsruhe-) Basel-Olten-Chiasso (-Milano)
C 35	(Karlsruhe-) Basel-Brugg-Immensee-Bellinzona- <u>(-Luino)</u> Chiasso (-Milano)
C-E 50	(Culoz-) <u>Genève-Lausanne-Bern-Zürich-Buchs (-Innsbruck)</u>
	(11) Italija *
C-E 25	(Brig-) Domodossola-Novara-Milano-Genova
C-E 35	(Chiasso-) <u>Milano-Bologna-Firenze-Rim-Neapelj- Salerno-Villa S. Giovanni-Messina</u>
C 35	(Bellinzona-) Luino-Gallarate-Rho-Milano
C-E 45	(Innsbruck-) Brennero-Verona-Bologna-Ancona-Foggia-Bari-Brindisi
C-E 55	(Arnoldstein) Tarvisio-Udine- <u>Benetke-Bologna</u> Trst
C-E 70	(Modane-) Torino-Rho-Milano-Verona-Trst-Opčine (-Sežana)
C-E 72	Torino-Genova
C-E 90	(Menton-) <u>Ventimiglia-Genova-Pisa-Livorno-Rim</u>
C 90/1	La Spezia-Fidenza-Parma
C 90/2	Livorno-Pisa-Firenze
	(12) Norveška *
C-E 45	Oslo-(Kornsjø)
C 61	Oslo (-Charlottenberg-Stockholm)
	(13) Švedska *
C 10/2	Stockholm (-Turku)
C-E 45	(Kornsjø-) Göteborg-Helsingborg (-Helsingør)
C 45/1	Göteborg (-Frederikshavn)
C 45/3	Malmö (-Travemünde)
C-E 53	Helsingborg-Hässleholm
C-E 55)	Stockholm-Hässleholm-Malmö-Trelleborg (-Sassnitz Hafen)
C-E 61)	
C 55	Hallsberg-Göteborg
C-E 59	Malmö-Ystad- (-Szczecin)
C 61	(Oslo-) Charlottenberg-Karlstad-Hallsberg-Stockholm
	(14) Danska *
C-E 45	(Helsingborg-) Helsingør-København-Nykøbing-Rodby (-Puttgarden)
C 45/1	(Göteborg-) <u>Frederikshavn-Arhus-Fredericia (-Flensburg)</u> København
C-E 530	Nykøbing-Gedser (-Rostock)

**(15) Austria \***

- C-E 43 (Freilassing-) Salzburg  
 C-E 45 (München-) Kufstein-Wörgl-Innsbruck (-Brennero)  
 C-E 451 (Nürnberg-Passau-) Wels  
 C-E 55 Linz-Salzburg-Schwarzach St. Veit-Villach-Arnoldstein (-Tarvisio)  
 C-E 551 (Horní-Dvůrsko-) Summerau-Linz-Selzthal-St. Michael  
 C-E 65 (Břeclav-) Bernhardsthal-Wien-Semmering-Bruck a. d. Mur-Klagenfurt-Villach-Rosenbach (-Jesenice)  
 C-E 67 Bruck a. d. Mur-Graz-Spielfeld Strass (-Šentilj)  
 C-E 50 (Buchs-)Innsbruck-Wörgl-Kufstein (-Rosenheim-Freilassing -Salzburg-Linz-Wien (-Hegyeshalom)  
 Schwarzach St. Veit Ebenfurt (-Sopron)

**(16) Poland \***

- C-E 59 Swinoujscie-Szczecin-Kostrzyn-Zielona Gora-Wroclaw-Opole-Chalupki  
 C 59 Wroclaw-Miedzylesie (-Lichkov)  
 C-E 65 Gdynia-Gdansk-Tczew-Warszawa-Katowice-Zebrzydowice (-Petrovice U. Karviné)  
 Bydgoszcz  
 C 65 Nowa Sol-Zagan-Wegliniec-Zawidow (-Frydlant)  
 C-E 20 Frankfurt(O-)-Kunowice-Poznan-Lowicz-Warszawa-Lukow Terespol (-Brest)  
 Skierniewice  
 C-E 30 (Görlitz-) Zgorzelec Wroclaw-Katowice-Krakow-Przemysl-Medyka (-Mostiska)

**(17) Czech and Slovak Federal Republic \***

- C-E 55 (Bad Schandau-) Decin-Praha  
 C-E 551 Praha-Horní Dvůrsko (-Summerau)  
 C 59 (Miedzylesie-) Lichkov-C. Trebova  
 C-E 61 (Bad Schandau-) Decin-Nymburk-Kolin-Brno-Břeclav-Bratislava- Komarňo (-Komarom)  
Rusovce (-Hegyeshalom)  
 C-E 63 Zilina-Bratislava  
 C-E 65 (Zebrzydowice-) Petrovice u. Karvine-Ostrava-Břeclav (-Bernhardstahl)  
 C 65 (Zawidow-) Frydlant-Turnov-Praga  
 C-E 40 (Schirnding-)Cheb-Plzen-Praha-Kolin-Hranice na Morave-Ostrava-  
Puchov  
 Zilina-Poprad Tatry-Kosice-Čierna nad Tisou (-Čop)  
 C-E 52 Bratislava-N. Zamky-Sturovo (-Szob)

**(18) Hungary \***

- C-E 61 (Bratislava-Komarňo) -Komarom-Budapest  
Hegyeshalom  
 C-E 69 Budapest-Murakeresztur (-Kotoriba)  
 C-E 71 Budapest-Murakeresztur-Gyékényes (-Boťovo-Koprivnica)  
 C-E 85 Budapest-Kelebia (-Subotica)  
 C-E 50 (Wien-) Hegyeshalom -Győr-Budapest-Miskolc-Nyiregyháza-Zahony (-Čop)  
Sopron  
 C-E 52 (Stúrovo-)Szob-Budapest-Cegléd-Szolnok-Debrecen-Nyiregyháza  
 C-E 56 Budapest-Rákos-Ujszász-Szolnok-Lökösháza (-Curtici)

## (15) Avstrija \*

- C-E 43 (Freilassing-) Salzburg  
 C-E 45 (München-) Kufstein-Wörgl-Innsbruck (-Brennero)  
 C-E 451 (Nürnberg-Passau-) Wels  
 C-E 55 Linz-Salzburg-Schwarzach St. Veit-Villach-Arnoldstein (-Tarvisio)  
 C-E 551 (Horni-Dvoriste-) Summerau-Linz-Selzthal-St. Michael  
 C-E 65 (Breclav-) Bernhardsthal-Wien-Semmering-Bruck a.d. Mur-Klagenfurt-Villach-Podrožca (-Jesenice)  
 C-E 67 Bruck a.d. Mur-Graz-Špilje (-Šentilj)  
 C-E 50 (Buchs-)Innsbruck-Wörgl-Kufstein (-Rosenheim-Freilassing -Salzburg-Linz-Wien (-Hegyeshalom)  
 Schwarzach St. Veit Ebenfurt (-Sopron).

## (16) Poljska \*

- C-E 59 Swinoujscie-Szczecin-Kostrzyn-Zielona Gora-Wroclaw-Opole-Chalupki  
 C 59 Wroclaw-Miedzylesie (-Lichkov)  
 C-E 65 Gdynia-Gdansk-Tczew-Warszawa-Katowice-Zebrzydowice (-Petrovice U. Karvine)  
 Bydgoszcz  
 C 65 Nowa Sol-Zagan-Wegliniec-Zawidow (-Frydlant)  
 C-E 20 Frankfurt(O)-) Kunowice-Poznan-Lowicz-Warszawa-Lukow- Terespol (-Brest)  
 Skierniewice  
 C-E 30 (Görlitz) Zgorzelec Wroclaw-Katowice-Krakow- Przemysl-Medyka (-Mostiska)

## (17) Češka in Slovaška Federativna Republika \*

- C-E 55 (Bad Schandau-) Decin-Praga  
 C-E 551 Praga-Horni Dvoriste (-Summerau)  
 C 59 (Miedzylesie-) Lichkov-C. Trebova  
 C-E 61 (Bad Schandau-) Decin-Nymburk-Kolin-Brno-Breclav-Bratislava- Komarno(-Komarom)  
Rusovce (-Hegyeshalom)  
 C-E 63 Zilina-Bratislava  
 C-E 65 (Zebrzydowice-) Petrovice u. Karvine-Ostrava-Breclav (-Bernhardstahl)  
 C 65 (Zawidow-) Frydlant-Turnov-Praga  
 C-E 40 (Schirnding-)Cheb-Plzen-Praga-Kolin-Hranice na Morave-Ostrava-  
Puchov  
 Zilina-Poprad Tatry-Kosice-Čierna nad Tisou (-Čop)  
 C-E 52 Bratislava-N. Zamky-Sturovo (-Szob)

## (18) Madžarska \*

- C-E 61 (Bratislava-Komarom-) -Komarom-Budimpešta  
Hegyeshalom  
 C-E 69 Budimpešta-Murakeresztur (-Kotoriba)  
 C-E 71 Budimpešta-Murakeresztur-Gyékényes (-Botovo-Koprivnica)  
 C-E 85 Budimpešta-Kelebia (-Subotica)  
 C-E 50 (Wien-) Hegyeshalom -Győr-Budimpešta-Miskolc- Nyiregyh za-Zahony (-Čop)  
Sopron  
 C-E 52 (Stúrovo-)Szob-Budimpešta-Cegléd-Szolnok-Debrecen-Nyiregyháza  
 C-E 56 Budimpešta-Rákos-Ujszász-Szolnok-Lökösháza (-Curtici)

- (19) **Yugoslavia \***
- C-E 65 (Rosenbach-) Jesenice-Ljubljana-Pivka-Reka  
 C-E 67 (Spielfeld Strass-) Šentilj-Maribor-Zidani Most  
 C-E 69 (Murakeresztúr-) Kotoriba-Pragersko-Zidani Most-Ljubljana-Divača-Koper  
 C-E 71 (Gyékényes-) Botovo-Koprivnica-Zagreb-Karlovac- Rijeka  
 C-E 85 (Kelebia-) Subotica-Beograd- Niš -Skopje- Gevgelija (-Idomeni)  
 Kraljevo  
 C-E 70 (Villa Opicina-) Sežana-Ljubljana-Zidani Most-Zagreb-Beograd-Niš-Dimitrovgrad (-Dragoman)

- (20) **Greece \***
- C-E 85 (Gevgelija-) Idomeni-Thessaloniki-Athinai  
 C-E 855 (Kulata-) Promachon-Thessaloniki

- (21) **Romania \***
- C-E 95 (Ungeni-) Iasi-Pascani-Buzau-Ploiesti-Bucuresti-Videle-Giurgiu (-Ruse)  
 C 95 Craiova-Calafat (-Vidin)  
 C-E 54 Arad-Deva-Teius-Vinatori-Brasov-Bucuresti  
 C-E 56 (Lökösháza-) Curtici-Arad-Timisoara-Craiova- Bucuresti  
 C-E 562 Bucuresti-Constanta

- (22) **Bulgaria \***
- C-E 95 (Giurgiu-) Ruse-Gorna Oriahovitza-Dimitrovgrad  
 C 95 (Cafalat-) Vidin-Sofija  
 C-E 680 Sofija-Mezdra-Gorna Oriahovitza-Kaspican-Sindel-Varna  
 C-E 70 (Dimitrovgrad-) Dragoman-Sofija-Plovdiv- Dimitrovgrad Sever-Svilengrad (-Kapikule)  
 C-E 720 Plovdiv-Zimintza-Karnobat-Burgas  
 C-E 855 Sofija-Kulata (-Promachon)

- (23) **Finland \***
- C-E 10 Hanko-Helsinki-Riihimäki-Kouvola-Vainikkala (-Luzhaika)  
 C 10/2 (Stockholm-) Turku-Helsinki

- (24) **Union of Soviet Socialist Republics \***
- C-E 95 (Iasi-) Ungeni-Kichinev-Benderi-Kiev-Moskva  
 C-E 10 (Vainikkala-) Luzhaika-Leningrad-Moskva  
 C-E 20 (Terespolo-) Brest-Moskva  
 C-E 30 (Medyka-) Mostiska-Lvov-Kiev-Moskva  
 C-E 40 (Čierna N. Tis-) Čop-Lvov  
 C-E 50 (Zahony-) Čop-Lvov-Kiev-Moskva

- (25) **Turkey \***
- C-E 70 (Svilengrad-) Kapikule-Istanbul-Haydarpasa-Ankara  
 C-E 702 Ankara -Kapiköy-/Razi(Iran)/  
 Bandırma-Anmara  
 C-E 702 Samsun-Sivas-Malatya-Kapiköy-/Razi(Iran)/  
 C-E 704 Ankara -Nusaybin-/Kamishli(Syria)/- Tel Kotchet (Iraq)/  
 Mersin-Adana-İskenderun



**(19) Jugoslavija \***

- C-E 65 (Rosenbach-) Jesenice-Ljubljana-Pivka-Reka  
 C-E 67 (Spielfeld Strass-) Šentilj-Maribor-Zidani Most  
 C-E 69 (Murakeresztúr-) Kotoriba-Pragersko-Zidani Most-Ljubljana-Divača-Koper  
 C-E 71 (Gyékényes-) Botovo-Koprivnica-Zagreb-Karlovac- Reka  
 C-E 85 (Kelebia-) Subotica-Beograd- Niš -Skopje- Gevgelija (-Idomeni)  
 Kraljevo  
 C-E 70 (Opčine-) Sežana-Ljubljana-Zidani Most-Zagreb-Beograd-Niš-Dimitrovgrad (-Dragoman)

**(20) Grčija \***

- C-E 85 (Gevgelija-) Idomeni-Solun-Atene  
 C-E 855 (Kulata-) Promachon-Solun

**(21) Romunija \***

- C-E 95 (Ungeni-) Iasi-Pascani-Buzau-Ploiesti-Bucuresti-Videle-Giurgiu (-Ruse)  
 C 95 Craiova-Calafat (-Vidin)  
 C-E 54 Arad-Deva-Teius-Vinatori-Brasov-Bucuresti  
 C-E 56 (Lökösháza-) Curtici-Arad-Timisoara-Craiova- Bucuresti  
 C-E 562 Bucuresti-Constanta

**(22) Bolgaria \***

- C-E 95 (Giurgiu-) Ruse-Gorna Oriahovitza-Dimitrovgrad  
 C 95 (Cafalat-) Vidin-Sofija  
 C-E 680 Sofija-Mezdra-Gorna Oriahovitza-Kaspican-Sindel-Varna  
 C-E 70 (Dimitrovgrad-) Dragoman-Sofija-Plovdiv- DimitrovgradSever-Svilengrad (-Kapikule)  
 C-E 720 Plovdiv-Zimintza-Karnobat-Burgas  
 C-E 855 Sofija-Kulata (-Promachon)

**(23) Finska \***

- C-E 10 Hanko-Helsinki-Riihimäki-Kouvola-Vainikkala (-Luzhaika)  
 C 10/2 (Stockholm-) Turku-Helsinki

**(24) Zveza Sovjetskih Socialističnih Republik \***

- C-E 95 (Iasi-) Ungeni-Kichinev-Benderi-Kiev-Moskva  
 C-E 10 (Vainikkala-) Luzhaika-Leningrad-Moskva  
 C-E 20 (Terespolo-) Brest-Moskva  
 C-E 30 (Medyka-) Mostiska-Lvov-Kiev-Moskva  
 C-E 40 (Čierna N. Tis-) Čop-Lvov  
 C-E 50 (Zahony-) Čop-Lvov-Kiev-Moskva

**(25) Turčija \***

- C-E 70 (Svilengrad-) Kapikule-Istanbul-Haydarpasa-Ankara  
 C-E 702 Ankara -Kapiköy-/Razi-(Iran)/  
 Bandırma-Anmara  
 C-E 702 Samsun-Sivas-Malatya-Kapiköy-/Razi(Iran)/  
 C-E 704 Ankara -Nusaybin-/Kamishli(Syria)- Tel Kotchet (Iraq)/  
 Mersin-Adana-Iskenderun

*General note and explanation of line numbers*

"C-E" denotes railway lines essentially identical to relevant E lines of the European Agreement of Main International Railway Lines (AGC) of 1985.

"C" denotes other lines important for international combined transport. "C" line numbers are identical to those of the nearest E line and are sometimes followed by a serial number.

The E number has been placed for easy reference and comparison with the lines contained in the AGC. It in no way indicates whether States are or intend to become Contracting Parties to the AGC.

*\* Symbols employed*

- ( ) = Station outside country concerned /for instance (Hendaye-)/
- \_\_\_\_\_ = Alternative routes (for instance Avila )  
Arando de Duero)
- = Section of an AGC line important for international combined transport (concerns only C-E lines)
- ..... = Section of line important for combined transport, but not part of the relevant AGC line (concerns only C-E lines).

*Splošna opomba in pojasnilo k oznakam prog*

"C-E" označuje železniške proge, ki so istovetne progam E Evropskega sporazuma o pomembnejših mednarodnih železniških progah (AGC) iz leta 1985.

"C" označuje druge pomembne proge za mednarodni kombinirani prevoz. Številke prog "C" so istovetne številkam najbližje proge E in jim včasih sledi serijska številka.

Oznaka E je namenjena za lažje razlikovanje in primerjavo s progami, ki so zajete v AGC. Oznaka vsekakor ne pomeni, da so države postale ali nameravajo postati pogodbenice v sporazumu AGC.

*\* Uporabljeni simboli*

- ( ) = postaja zunaj določenega ozemlja /npr. (Hendaye-)/
- \_\_\_\_\_ = alternativne smeri (npr. Avila  
Arando de Duero)
- = odsek AGC proge, pomembne za mednarodni kombinirani prevoz (se nanaša le na proge C-E)
- ..... = odsek proge, pomembne za kombinirani prevoz, vendar ne del odgovarjajoče proge AGC (se nanaša le na C-E proge).

**Annex II****Aneks II****INSTALLATIONS IMPORTANT  
FOR INTERNATIONAL COMBINED TRANSPORT****OBJEKTI, POMEMBNI ZA MEDNARODNE PROGE  
KOMBINIRANEGA TRANSPORTA***A. Terminals of importance for international combined transport**A. Pomembni terminali za mednarodne proge kombiniranega transporta***AUSTRIA**

Graz-Messendorf  
Linz  
Salzburg  
Villach-Furnitz  
Wels  
Wien

**AVSTRIJA**

Graz-Messendorf  
Linz  
Salzburg  
Villach-Furnitz  
Wels  
Wien

**BELGIUM**

Antwerpen  
Bressoux (Liège)  
Bruxelles  
Châtelet  
Lauwe LAR  
Zeebrugge

**BELGIJA**

Antwerpen  
Bressoux (Liège)  
Bruxelles  
Châtelet  
Lauwe LAR  
Zeebrugge

## BULGARIA

Burgas  
Dimitrovgrad Sever  
Gorna Oriahovitza  
Filipovo  
Ruse  
Sofija  
Stara Zagora  
Varna

## CZECH AND SLOVAK FEDERAL REPUBLIC

Bratislava  
Brno  
Ceske Budejovice  
Cheb  
Cierna n. Tisou  
Decin  
Jihlava  
Kolin  
Kosice  
Lovosice  
Ostrava  
Plzen  
Praha Zizkov  
Prerov  
Zilina

## DENMARK

Arhus  
Glostrup  
København  
Padborg

## FINLAND

Helsinki-Pasila

## FRANCE

Avignon-Courtine  
Bordeaux-Bastide  
Dunkerque  
Hendaye  
Le Havre  
Lille-St. Sauveur  
Lyon-Venissieux  
Marseille-Canet  
Paris-La Chapelle  
Paris-Nosiy-Le-Sec  
Paris-Pompadour  
Paris-Rungis  
Paris-Valenton  
Perpignan  
Strasbourg  
Rouen-Sotteville  
Toulouse

## GERMANY

Augsburg-Oberhausen  
Basel Bad GBF  
Berlin  
Bielefeld Ost  
Bochum-Langendreer  
Bremen-Grolland Roland  
Bremerhaven-Nordhafen  
Dresden  
Düsseldorf-Bilk  
Duisburg-Ruhrort Hafen  
Frankfurt (Main) Ost

## BOLGARIJA

Burgas  
Dimitrovgrad Sever  
Gorna Oriahovitza  
Filipovo  
Ruse  
Sofija  
Stara Zagora  
Varna

## ČEŠKA IN SLOVAŠKA REPUBLIKA

Bratislava  
Brno  
Ceske Budjovice  
Cheb  
Cierna n. Tisou  
Decin  
Jihlava  
Kolin  
Kosice  
Lovosice  
Ostrava  
Plzen  
Praga Zizkov  
Prerov  
Zilina

## DANSKA

Arhus  
Glostrup  
København  
Padborg

## FINSKA

Helsinki-Pasila

## FRANCIJA

Avignon-Courtine  
Bordeaux-Bastide  
Dunkerque  
Hendaye  
Le Havre  
Lille-St. Sauveur  
Lyon-Venissieux  
Marseille-Canet  
Paris-La Chapelle  
Paris-Noisy-Le-Sec  
Paris-Pompadour  
Paris-Rungis  
Paris-Valenton  
Perpignan  
Strasbourg  
Rouen-Sotteville  
Toulouse

## NEMČIJA

Augsburg-Oberhausen  
Basel Bad GBF  
Berlin  
Bielefeld Ost  
Bochum-Langendreer  
Bremen-Grolland Roland  
Bremerhaven-Nordhafen  
Dresden  
Düsseldorf-Bilk  
Duisburg-Ruhrort Hafen  
Frankfurt (Main) Ost

Freiburg (Breisgau) GBF  
 Hagen HBF  
 Hamburg-Wilhelmsburg  
 Hamburg-Rothenburgsort  
 Hamburg-Süd  
 Hamburg-Waltershof  
 Hannover-Linden  
 Ingoldstadt Nord  
 Karlsruhe HBF  
 Kiel HGBF  
 Köln Eifeltor  
 Leipzig  
 Lübeck HBF  
 Ludwigsburg  
 Mainz Gustavsburg  
 Mannheim RBF  
 München HBF  
 Neuss  
 Neu Ulm  
 Nürnberg HGBF  
 Offenburg  
 Regensburg  
 Rheine  
 Rostock  
 Saarbrücken HGBF  
 Schweinfurt HBF  
 Wuppertal-Langefeld

## GREECE

Aghii Anargyri (Athinai)  
 Thessaloniki

## HUNGARY

Budapest  
 Sopron  
 Záhony  
 Szeged  
 Debrecen

## IRELAND

Dublin-North Wall

## ITALY

Bari-Lamasinata  
 Bologna-Interporto  
 Busto Arsizio  
 Brindisi  
 Livorno  
 Milano-G. Pirelli  
 Milano-Rogoredo  
 Modena  
 Napoli-Granili  
 Napoli Traccia  
 Novara  
 Padova-Interporto  
 Pescara-P. N.  
 Pomezia-S. P.  
 Rivalta Scrivia  
 Torino-Orbassano  
 Trieste  
 Verona-Q. E.

## LUXEMBOURG

Bettembourg

Freiburg (Breisgau) GBF  
 Hagen HBF  
 Hamburg-Wilhelmsburg  
 Hamburg-Rothenburgsort  
 Hamburg-Süd  
 Hamburg-Waltershof  
 Hannover-Linden  
 Ingoldstadt Nord  
 Karlsruhe HBF  
 Kiel HGBF  
 Köln Eifeltor  
 Leipzig  
 Lübeck HBF  
 Ludwigsburg  
 Mainz Gustavsburg  
 Mannheim RBF  
 München HBF  
 Neuss  
 Neu Ulm  
 Nürnberg HGBF  
 Offenburg  
 Regensburg  
 Rheine  
 Rostock  
 Saarbrücken HGBF  
 Schweinfurt HBF  
 Wuppertal-Langefeld

## GRČIJA

Aghii Anargyri (Athinai)  
 Thessaloniki

## MADŽARSKA

Budimpešta  
 Sopron  
 Záhony  
 Szeged  
 Debrecen

## IRSKA

Dublin-North Wall

## ITALIJA

Bari-Lamasinata  
 Bologna-Interporto  
 Busto Arsizio  
 Brindisi  
 Livorno  
 Milano-G. Pirelli  
 Milano-Rogoredo  
 Modena  
 Neapelj-Granaili  
 Neapelj Traccia  
 Novarna  
 Padova-Interporto  
 Pescara-P.N.  
 Pomezia-S.P.  
 Rivalta Scrivia  
 Torino-Orbassano  
 Trst  
 Verona-Q.E.

## LUKSEMBURG

Bettembourg

**NETHERLANDS**

Rotterdam-Haven  
Rotterdam-Noord  
Venlo  
Ede

**NORWAY**

Oslo-Alnabru

**POLAND**

Gdansk  
Gdynia  
Krakow  
Lodz  
Malaszewicze  
Poznan  
Sosnowiec  
Szczecin  
Swinoujscie  
Warszawa  
Wroclaw

**PORTUGAL**

Alcantara (Lisboa)  
Espinho  
Leixoes  
Lisboa-Beirolas

**ROMANIA**

Bucuresti  
Constanta  
Craiova  
Oradea

**SPAIN**

Algeciras  
Barcelona  
Irún  
Madrid  
Port-Bou  
Tarragona  
Valencia(-Silla)

**SWEDEN**

Göteborg  
Helsingborg  
Malmö  
Stockholm-Arsta

**SWITZERLAND**

Aarau-Birrfeld  
Basel SBB  
Berne  
Chiasso  
Genève  
Lugano-Vedeggio  
Luzern  
Renens  
Zürich

**TURKEY**

Bandirma  
Derince  
Iskenderun  
Istanbul  
Mersin  
Samsun

**NIZOZEMSKA**

Rotterdam-Haven  
Rotterdam-Noord  
Venlo  
Ede

**NORVEŠKA**

Oslo-Alnabru

**POLJSKA**

Gdansk  
Gdynia  
Krakow  
Losz  
Malaszewicze  
Poznan  
Sosnowiec  
Szczecin  
Swinoujscie  
Warszawa  
Wroclaw

**PORTUGALSKA**

Alcantara (Lisboa)  
Espinho  
Leixoes  
Lisboa-Beirolas

**ROMUNIJA**

Bucurest  
Constanta  
Craiova  
Oradea

**ŠPANIJA**

Algeciras  
Barcelona  
Irún  
Madrid  
Port-Bou  
Tarragona  
Valencia (-Silla)

**ŠVEDSKA**

Göteborg  
Helsingborg  
Malmö  
Stockholm-Arsta

**ŠVICA**

Aarau-Birrfeld  
Basel SBB  
Berne  
Chiasso  
Genève  
Lugano-Vedeggio  
Luzern  
Renens  
Zürich

**TURČIJA**

Bandirma  
Derince  
Iskenderun  
Istanbul  
Mersin  
Samsun

## UNION OF SOVIET SOCIALIST REPUBLICS

Brest  
 Čop  
 Kiev  
 Moskva-Lvov

## UNITED KINGDOM

Belfast  
 Birmingham  
 Bristol  
 Cardiff  
 Cleveland  
 Coatbridge (Glasgow)  
 Glasgow  
 Harwich  
 Holyhead  
 Ipswich  
 Leeds  
 Liverpool-Garston  
 London-Stratford  
 London-Willesden  
 Manchester-Trafford Park  
 Southampton  
 Tilbury

## YUGOSLAVIA

Beograd  
 Koper  
 Ljubljana  
 Rijeka  
 Zagreb

ZVEZA SOVJETSKIH SOCIALISTIČNIH  
 REPUBLIK

Brest  
 Čop  
 Kiev  
 Moskva-Lvov

## ZDRUŽENO KRALJESTVO

Belfast  
 Birmingham  
 Bristol  
 Cardiff  
 Cleveland  
 Coatbridge (Glasgow)  
 Glasgow  
 Harwich  
 Holyhead  
 Ipswich  
 Leeds  
 Liverpool-Garston  
 London-Stratford  
 London-Willesden  
 Manchester-Trafford Park  
 Southampton  
 Tilbury

## JUGOSLAVIJA

Beograd  
 Koper  
 Ljubljana  
 Reka  
 Zagreb

*B. Border crossing points of importance for international combined transport<sup>1</sup>*

Vilar Formoso (CP) – Fuentes de Onoro (RENFE)  
 Marvao (CP) – Valencia de Alcantara (RENFE)  
 Irún (RENFE) – Hendaye (SNCF)  
 Port Bou (RENFE) – Cerbère (SNCF)  
 Dublin (CIE) – Holyhead (BR)

Dundalk (CIE) – Newry (NIR)  
 Dover (BR) – Calais (SNCF)  
 – Dunkerque (SNCF)  
 – Oostende (SNCB)

Harwich (BR) – Zeebrugge (SNCB)  
 Menton (SNCF) – Ventimiglia (FS)  
 Modane (SNCF) – Bardonecchia (FS)

Brig (SBB-CFF) – Domodossola (FS)  
 Bâle (SNCF) – Basel (SBB-CFF)  
 Strasbourg (SNCF) – Kehl (DB)  
 Forbach (SNCF) – Saarbrücken (DB)  
 Apach (SNCF) – Perl (DB)

Thionville (SNCF) – Bettembourg (CFL)  
 Feignies (SNCF) – Quévy (SNCB)  
 Jeumont (SNCF) – Erquelinnes (SNCB)  
 Tourcoing (SNCF) – Mouscron (SNCB)  
 Roosendaal (NS) – Essen (SNCB)

Emmerich (DB/NS)  
 Venlo (NS/DB)  
 Bad Bentheim (DB/NS)  
 Montzen (SNCB) – Aachen (DB)  
 Sterpenich (SNCB) – Kleinbettingen (CFL)

*B. Pomebni mejni prehodi za mednarodne proge kombiniranega transporta II*

Vilar Formoso (CP) – Fuentes de Onoro (RENFE)  
 Marvao (CP) – Valencia de Alcantara (RENFE)  
 Irún (RENFE) – Hendaye (SNCF)  
 Port Bou (RENFE) – Cerbre (SNCF)  
 Dublin (CIE) – Holyhead (BR)

Dundalk (CIE) – Newry (NIR)  
 Dover (BR) – Calais (SNCF)  
 – Dunkerque (SNCF)  
 – Oostende (SNCB)

Harwich (BR) – Zeebrugge (SNCB)  
 Menton (SNCF) – Ventimiglia (FS)  
 Modane (SNCF) – Bardonecchia (FS)

Brig (SBB-CFF) – Domodossola (FS)  
 Bale (SNCF) – Basel (SBB-CFF)  
 Strasbourg (SNCF) – Kehl (DB)  
 Forbach (SNCF) – Saarbrücken (DB)  
 Apach (SNCF) – Perl (DB)

Thionville (SNCF) – Bettembourg (CFL)  
 Feignies (SNCF) – Quévy (SNCB)  
 Jeumont (SNCF) – Erquelinnes (SNCB)  
 Tourcoing (SNCF) – Mouscron (SNCB)  
 Roosendaal (NS) – Essen (SNCB)

Emmerich (DB/NS)  
 Venlo (NS/DB)  
 Bad Bentheim (DB/NS)  
 Montzen (SNCB) – Aachen (DB)  
 Sterpenich (SNCB) – Kleinbettingen (CFL)

Basel (DB/SBB-CFF)  
 Flensburg (DB) – Padborg (DSB)  
 Puttgarden (DB) – Rødbby (DSB)  
 Schirnding (DB) – Cheb (CSD)  
 Passau (DB/OBB)

Salzburg (DB/OBB)  
 Kufstein (DB/OBB)  
 Buchs (SBB-CFF/OBB)  
 Luino (SBB-CFF/FS)  
 Chiasso (SBB-CFF/FS)

Brennero (FS/OBB)  
 Villa Opicine (FS) – Sezana (JZ)  
 Tarvisio (FS) – Arnoldstein (ÖBB)  
 Charlottenberg (NSB/SJ)  
 Kornsjö (NSB/SJ)

Helsingborg (SJ) – København (DSB)  
 Trelleborg (SJ) – Sassnitz (DR)  
 Ystad (SJ) – Swinoujście (PKP)  
 Göteborg (SJ) – Frederikshavn (DSB)  
 Malmö (SJ) – Travemünde (DB)

Gedser (DSB) – Rostock (DR)  
 Rosenbach (ÖBB) – Jesenice (JZ)  
 Spielfeld-Strass (ÖBB) – Sentily (JZ)  
 Ebenfurth (ÖBB) – Sopron (GYSEV/MAV)  
 Nickelsdorf (ÖBB) – Hegyeshalom (MAV)

Bernhardtsthal (ÖBB) – Breclav (CSD)  
 Summerau (ÖBB) – Horni Dvoriste (CSD)  
 Frankfurt/O. (DR) – Kunowice (PKP)  
 Görlitz (DR) – Zgorzelec (PKP)  
 Bad Schandau (DR) – Decin (CSD)

Terespol (PKP) – Brest (SZD)  
 Medyka (PKP) – Mostiska (SZD)  
 Zebrzydowice (PKP) – Petrovice (CSD)  
 Zavidow (PKP) – Frydlant (CSD)  
 Medzylesie (PKP) – Lichkov (CSD)

Čierna (CSD) – Cop (SZD)  
 Komarno (CSD) – Komarom (MAV)  
 Sturovo (CSD) – Szob (MAV)  
 Rajka (MAV) – Rusovce (CSD)  
 Murakeresztur (MAV) – Kotoriba (JZ)

Gyékényes (MAV) – Botovo (JZ)  
 Keleba (MAV) – Subotica (JZ)  
 Zahony (MAV) – Cop (SZD)  
 Lököshaza (MAV) – Curtici (CFR)  
 Dimitrovgrad (JZ) – Dragoman (BDZ)

Gevgelia (JZ) – Idomeni (CH)  
 Iasy (CFR) – Ungeny (SZD)  
 Giurgiu (CFR) – Ruse (BDZ)  
 Svilengrad (BDZ) – Kapikule (TCDD)  
 Vidin (BDZ) – Calafat (CFR)

Kulata (BDZ) – Promachon (CH)  
 Vainikkala (VR) – Luzhaika (SZD)  
 Turku (VR) – Stockholm (SJ)  
 Kapiköy (TCDD) – Razi (RAI)  
 Nusaybin (TCDD) – Kamischli (CFS)

Basel (DB/SBB-CFF)  
 Flensburg (DB) – Padborg (DSB)  
 Puttgarden (DB) – Rødbby (DSB)  
 Schirnding (DB) – Cheb (CSD)  
 Passau (DB/OBB)

Salzburg (DB/OBB)  
 Kufstein (DB/OBB)  
 Buchs (SBB-CFF/OBB)  
 Luino (SBB-CFF/FS)  
 Chiasso (SBB-CFF/FS)

Brennero (FS/OBB)  
 Opčine (FS) – Sežana (JŽ)  
 Tarvisio (FS) – Arnoldstein (ÖBB)  
 Charlottenberg (NSB/SJ)  
 Kornsjö (NSB/SJ)

Helsingborg (SJ) – København (DSB)  
 Trelleborg (SJ) – Sassnitz (DR)  
 Ystad (SJ) – Swinoujście (PKP)  
 Göteborg (SJ) – Frederikshavn (DSB)  
 Malmö (SJ) – Travemünde (DB)

Gedser (DSB) – Rostock (DR)  
 Področca (ÖBB) – Jesenice (JŽ)  
 Špilje (ÖBB) – Šentilj (JŽ)  
 Edenfurth (ÖBB) – Sopron (GYSEV/MAV)  
 Nickelsdorf (ÖBB) – Hegyeshalom (MAV)

Bernhardtsthal (ÖBB) – Breclav (CSD)  
 Summerau (ÖBB) – Horni Dvoriste (CSD)  
 Frankfurt/O. (DR) – Kunowice (PKP)  
 Görlitz (DR) – Zgorzelec (PKP)  
 Bad Schandau (DR) – Decin (CSD)

Terespol (PKP) – Brest (SZD)  
 Medyka (PKP) – Mostiska (SZD)  
 Zebrzydowice (PKP) – Petrovice (CSD)  
 Zavidow (PKP) – Frydlant (CSD)  
 Medzylesie (PKP) – Lichkov (CSD)

Čierna (CSD) – Cop (SZD)  
 Komarno (CSD) – Komarom (MAV)  
 Sturovo (CSD) – Szob (MAV)  
 Rajka (MAV) – Rusovce (CSD)  
 Murakeresztur (MAV) – Kotoriba (JŽ)

Gyékényes (MAV) – Botovo (JŽ)  
 Keleba (MAV) – Subotica (JŽ)  
 Zahony (MAV) – Cop (SZD)  
 Lököshaza (MAV) – Curtici (CFR)  
 Dimitrovgrad (JŽ) – Dragoman (BDZ)

Gevgelia (JŽ) – Idomeni (CH)  
 Iasy (CFR) – Ungeny (BDZ)  
 Giurgiu (CFR) – Ruse (BDZ)  
 Svilengrad (BDZ) – Kapikule (TCDD)  
 Vidin (BDZ) – Calafat (CFR)

Kulata (BDZ) – Promachon (CH)  
 Vainikkala (VR) – Luzhaika (SZD)  
 Turku (VR) – Stockholm (SJ)  
 Kapiköy (TCDD) – Razi (RAI)  
 Nusaybin (TCDD) – Kamischli (CFS)

<sup>1</sup> After each border crossing point the relevant railway administration using the station is indicated in brackets. If only one station is listed it is jointly used by both railway administrations.

<sup>1</sup> Po vsakem nazivu mejnega prehoda je v oklepajih navedena kratica železnice, ki uporablja železniško postajo. Če je navedena samo ena postaja, pomeni, da jo uporabljata obe železnici.

*C. Gauge interchange stations of importance for international combined transport\**

<u>Irún - Hendaye</u>	(Spain - France)
<u>Port Bou - Cerbère</u>	(Spain - France)
<u>Hanko</u>	(Finland)
Terespol - Brest	(Poland - USSR)
Przemysl - Mostiska	(Poland - USSR)
Čierna - Čop	(Czech and Slovak Federal Republic - USSR)
Zahony - Čop	(Hungary - USSR)
Iasi - Ungeny	(Romania - USSR)

*Note:* Gauge interchange stations are also bordercrossing points.

\* If the change of axles or the transfer of loading units to wagons of a different gauge is carried at one station only, this station is underlined.

*D. Ferry links/ports forming part of the international combined transport network*

Holyhead - Dublin	(United Kingdom - Ireland)
Calais - Dover	(France - United Kingdom)
Oostende - Dover	(Belgium - United Kingdom)
Dunkerque - Dover	(France - United Kingdom)
Stanrear - Larne	(United Kingdom)
Zeebrugge - Harwich	(Belgium - United Kingdom)
Zeebrugge - Dover	(Belgium - United Kingdom)
Puttgarden - Rodby	(Germany - Denmark)
København - Helsingborg	(Denmark - Sweden)
Lübeck - Travemünde	(Germany - Finland)
Gedser - Rostock	(Denmark - Germany)
	(Warnemünde)
Göteborg - Frederikshavn	(Sweden - Denmark)
Malmö - Travemünde	(Sweden - Germany)
Trelleborg - Sassnitz	(Sweden - Germany)
Ystad - Swinoujscie	(Sweden - Poland)
Helsinki - Gdynia	(Finland - Poland)
Helsinki - Stockholm	(Finland - Sweden)
Turku - Stockholm	(Finland - Sweden)
Samsun - Constanta	(Turkey - Romania)
Mersin - Venezia	(Turkey - Italy)

*Note:* Ferry links are also border crossing points, except the links between Stanrear-Larne and Messina-Villa S. Giovanni.

*C. - Postaje za menjavo širine koloteka, pomembne za mednarodne proge kombiniranega transporta\**

<u>Irún</u>	- Hendaye	(Španija - Francija)
<u>Port Bou</u>	- Cerbère	(Španija - Francija)
<u>Hanko</u>		(Finska)
Terespol	- Brest	(Poljska - ZSSR)
Przemysl	- Mostiska	(Poljska - ZSSR)
Čiern	- Čop	(Češka in Slovaška Zvezna Republika - ZSSR)
Zahony	- Čop	(Madžarska - ZSSR)
Iasi	- Ungeny	(Romunija - ZSSR)

*Opomba:* Postaje za menjavo širine koloteka so tudi mejni prehodi.

\* Če se menjajo podvozja ali pretovarjajo tovarne enote na wagone z drugačnimi dimenzijami podvozja samo na eni od postaj, je ta postaja podčrtana.

*D. Trajektnne povezavelluke, ki so del omrežja mednarodne proge kombiniranega transporta*

Holyhead - Dublin	(Velika Britanija - Irska)
Calais - Dover	(Francija - Velika Britanija)
Ostende - Dover	(Belgija - Velika Britanija)
Dunkerque - Dover	(Francija - Velika Britanija)
Stanrear - Larne	(Velika Britanija)
Zeebrugge - Harwich	(Belgija - Velika Britanija)
Zeebrugge - Dover	(Belgija - Velika Britanija)
Puttgarden - Rodby	(Nemčija - Danska)
København - Helsingborg	(Danska - Švedska)
Lübeck - Travemünde	(Nemčija - Finska)
Gedser - Rostock	(Danska - Nemčija)
	(Warnemünde)
Göteborg - Frederikshavn	(Švedska - Danska)
Malmö - Travemünde	(Švedska - Nemčija)
Trelleborg - Sassnitz	(Švedska - Nemčija)
Ystad - Swinoujscie	(Švedska - Poljska)
Helsinki - Gdynia	(Finska - Poljska)
Helsinki - Stockholm	(Finska - Švedska)
Turku - Stockholm	(Finska - Švedska)
Samsun - Constanta	(Turčija - Romunija)
Mersin - Benetke	(Turčija - Italija)

*Opomba:* Trajektnne povezave so tudi mejni prehodi, z izjemo povezave med Stanrear-Larne in Messina-Villa S. Giovanni.

**Annex III**

**TECHNICAL CHARACTERISTICS OF THE NETWORK OF IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES**

*Preliminary remarks*

The *parameters* are summarized in the table below. The values shown in column A of the table are to be regarded as important objectives to be reached in accordance with national railway development plans. Any divergence from these values should be regarded as exceptional.

Lines have been divided into two main categories:

(a) *Existing* lines, capable of being improved where appropriate; it is often difficult and sometimes impossible to modify, for instance, their geometrical characteristics, and the requirements have to be eased for such lines;

**Aneks III**

**TEHNIČNE KARAKTERISTIKE OMREŽIJ POMEMBNIH MEDNARODNIH PROG KOMBINIRANEGA TRANSPORTA**

*Predhodne opombe*

*Parametri* so povzeti v spodnji tabeli. Prikazane vrednosti v stolpcu A tabele predstavljajo pomemben cilj razvojnih načrtov nacionalnih železnic. Vsaka odstopanja od teh vrednosti so izjeme.

Proge so razdeljene v dve glavni kategoriji:

a) *Obstoječe* proge, katere je možno izboljšati, kjer je to primerno; ker je pogosto težko in včasih nemogoče modificirati njihove geometrične karakteristike, se mora za te proge upoštevati olajšave.



(b) *New lines to be built.*

By analogy, the specifications given in the following table also apply, where appropriate, to ferry-boat services which are an integral part of the railway network.

**INFRASTRUCTURE PARAMETERS FOR THE NETWORK OF IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES**

	A		B
	Existing lines which meet the infrastructure requirements and lines to be improved or reconstructed		new lines
	at present	target values	
1. Number of tracks	(not specified)		2
2. Vehicle loading gauge	UIC B <sup>2)</sup>		UIC C1 <sup>2)</sup>
3. Minimum distance between track centres <sup>1)</sup>	4.0 m	4.2 m	4.2 m
4. Nominal minimum speed	100 km/h <sup>3)</sup>	120 km/h <sup>3)</sup>	120 km/h <sup>3)</sup>
5. Authorized mass per axle:			
Wagons ≤ 100 km/h	20 t	22.5 t	22.5 t
≤ 120 km/h	20 t	20 t	20 t
6. Maximum gradient <sup>1)</sup>	(not specified)		12.5 mm/m
7. Minimum useful siding length	600 m	750 m	750 m

<sup>1)</sup> Not of immediate relevance for combined transport, but recommended for efficient international combined transport.

<sup>2)</sup> UIC: International Union of Railways.

<sup>3)</sup> Minimum standards for combined transport trains (see annex IV).

*Explanation of the parameters contained in the table above*

**1. Number of tracks**

International combined transport lines must provide high capacity and allow for precise timing of operation.

It is generally possible to meet both requirements only on lines with at least two tracks; however, single track lines would be allowed if the other parameters of the Agreement are complied with.

**2. Vehicle loading gauge**

This is the minimum loading gauge for international combined transport lines.

On *new* lines, only a small marginal investment cost is normally incurred by adopting a high loading gauge, and the UIC C1 gauge has therefore been chosen.

The C1 gauge allows, for instance:

The transport of road goods vehicles and road trains (lorry with trailer, articulated vehicle, tractor and semi-trailer) conforming to the European road loading gauge (height 4 m, width 2.5 m) on special wagons with a loading height of 60 cm above rail level;

The transport of ordinary road semi-trailers 2.5 m wide and 4 m high on recess wagons with normal bogies;

The transport of ISO containers 2.44 m wide and 2.9 m high on ordinary flat wagons;

The transport of swap bodies 2.5 m wide on ordinary flat wagons;

The transport of containers/swap bodies 2.6 m wide and 2.9 m high on suitable wagons.

The *existing* lines across mountainous regions (such as the Pyrenees, Massif Central, Alps, Jura, Apennines, Carpathians) have many tunnels conforming to the Technical Unit loading gauge, or gauges of slightly greater height at the centre of the track. Increasing this to conform to the UIC C1 gauge is in almost all cases impossible from the economic and financial standpoints.

(b) *Nove proge za izgradnjo.*

Specifikacije, navedene v sledeči tabeli, veljajo, kjer je to primerno, tudi za trajektne proge, ki so integralni del železniškega omrežja.

**INFRASTRUKTURNI PARAMETRI ZA OMREŽJE POMEMBNEJSIH PROG ZA MEDNARODNI KOMBINIRANI TRANSPORT**

	A		B
	Obstoječe proge z ustrežno infrastrukturo in proge, ki jih je treba zboljšati ali prenoviti		Nove proge
	sedanje	načrtovane vrednosti	
1. Število tirov	(ni določeno)		2
2. Nakladalni profil vozila	UIC B <sup>2)</sup>		UIC C1 <sup>2)</sup>
3. Najmanjši razmik med tiri <sup>1)</sup>	4.0 m	4.2 m	4.2 m
4. Nazivna najmanjša hitrost	100 km/h <sup>3)</sup>	120 km/h <sup>3)</sup>	120 km/h <sup>3)</sup>
5. Dovoljena osna obremenitev:			
vagoni ≤ 100 km/h	20 t	22.5 t	22.5 t
≤ 120 km/h	20 t	20 t	20 t
6. Največji vzpon <sup>1)</sup>	(ni določen)		12,5 mm/m
7. Najmanjša delovna dolžina izogibašč	600 m	750 m	750 m

<sup>1)</sup> Se ne nanaša posebej na kombinirani transport, se pa priporoča za učinkovitejši mednarodni kombinirani transport.

<sup>2)</sup> UIC: Mednarodna železniška zveza.

<sup>3)</sup> Minimalni standardi za vlake v kombiniranem transportu (glej dodatek IV).

*Pojasnilo parametrov, prikazanih v tabeli*

**1. Število tirov**

Proge za mednarodni kombinirani transport morajo zagotavljati visoko zmogljivost in točnost voznega reda.

Na splošno je to dvoje mogoče uresničevati le na vsaj dvotirnih progah; enotirne proge so lahko dovoljene, če so doseženi drugi parametri sporazuma.

**2. Nakladalni profil**

To je minimalni nakladalni profil za proge za mednarodni kombinirani prevoz.

Na *novih* progah se z uporabo visokega nakladalnega profila navadno samo neznatno povečajo investicijski stroški in se zaradi tega lahko izbere profil UIC C1.

Profil C1 na primer omogoča:

prevoz cestnih tovornih vozil in avtovlakov (tovornjak s prikolico, členkasto vozilo, vlačilec s polpriklopnikom) v skladu z evropskim cestnim nakladalnim profilom (višina 4 m, širina 2,5 m) na posebnih vagonih z nakladalno višino 60 cm nad zgornjim robom tirnice;

prevoz navadnih cestnih polpriklopnikov širine 2,5 m in višine 4 m na žepastih vagonih z običajnimi podstavnimi vozički;

prevoz zabojnikov ISO širine 2,44 m in višine 2,9 m na navadnih nizkopodnih vagonih;

prevoz zamenljivih tovarišč širine 2,5 m na navadnih nizkopodnih vagonih;

prevoz zabojnikov/zamenljivih tovarišč širine 2,6 m in višine 2,9 m na primernih vagonih.

Na *obstojećih* progah čez gorate predele (npr. Pireneje, Centralni masiv, Alpe, Juro, Apennine, Karpate) je mnogo predorov, ki izpolnjujejo tehnične pogoje glede nakladalnih profilov ali profilov z nekoliko večjo višino v osi proge. Z gospodarskega in finančnega stališča je povečanje teh profilov, da bi bili v skladu s profilom UIC C1, skoraj v vseh primerih neupravičeno.

The UIC B gauge has therefore been chosen for these lines, as it allows, for instance:

The transport of ISO containers, 2.44 m wide and 2.90 m high, on flat container-wagons with a loading height 1.18 m above rail level;

The transport of swap bodies, 2.5 m wide and 2.6 m high on ordinary flat wagons (loading height 1.246 m);

The transport of semi-trailers on recess wagons;

The transport of containers/swap bodies, 2.6 m wide and 2.9 m high, on special low-loader wagons.

Most of the *existing* international combined transport lines offer at least the UIC B gauge. In the case of the others, improvement to this standard does not normally require major investments.

#### 4. Nominal minimum speed

The nominal minimum speed determines the geometrical characteristics of the section (radius of curves and cant), the safety installations (braking distances) and the braking coefficient of the rolling stock.

#### 5. Authorized mass per axle

This is the authorized mass per axle which international combined transport lines should be able to bear.

International combined transport lines should be capable of taking the most modern existing and future vehicle traffic, in particular:

Wagons with a mass per axle of 20 tonnes, which corresponds to UIC class C; a wagon mass per axle of 22.5 tonnes up to 100 km/h has been adopted, in conformity with recent UIC decisions. The mass per axle limits of 20 tonnes for a speed of 120 km/h are those set by the UIC regulations.

The mass per axle values shown are for a wheel diameter of not less than 840 mm, in accordance with the UIC regulations.

#### 7. Minimum useful siding length

The minimum useful siding length on international combined transport lines is significant for combined transport trains (see annex IV).

Zaradi omenjenega je bil za te proge izbran profil UIC B, ki, na primer, omogoča:

· prevoz zabojnikov ISO širine 2,44 m in višine 2,90 m, na nizkopodnih vagonih za zabojnike z nakladalno višino 1,18 m nad zgornjim robom tirnic;

· prevoz zamenljivih tovorišč širine 2,5 m in višine 2,6 m na navadnih nizkopodnih vagonih (nakladalna višina 1,246 m);

· prevoz polpriklopnikov na posebnih žepastih vagonih;

· prevoz zabojnikov/zamenljivih tovorišč širine 2,6 m in višine 2,9 m na posebnih nizkopodnih vagonih.

Na večini *obstojećih* prog za mednarodni kombinirani transport je vsaj profil UIC B. Pri drugih progah izboljšanje tega standarda običajno ne zahteva večjih naložb.

#### 4. Najmanjša nazivna hitrost

Najmanjša nazivna hitrost določa geometrijske lastnosti preseka (polmer krivin in naklona), varnostne naprave (zavorne razdalje) in zavorni koeficient voznih sredstev.

#### 5. Dovoljena osna obremenitev

To je osna obremenitev, ki so jo proge za mednarodni kombinirani transport sposobne prenesti.

Proge v mednarodnem kombiniranem prevozu morajo biti sposobne sprejemati najodobnejši obstoječi in prihodnji železniški transport, predvsem:

vagone z osno obremenitvijo 20 ton, ki ustreza kategoriji UIC C; osna obremenitev vagonov 22,5 tone pri 100 km/h je bila sprejeta v skladu z nedavnimi sklepi UIC-ja. Omejitve osne obremenitve 20 ton za hitrost 120 km/h so omejitve, določene s predpisi Mednarodne železniške zveze (UIC).

#### 6. Najmanjša dolžina izogibališča

Najmanjša dolžina izogibališča na progah za mednarodni kombinirani transport je pomembna za vlake v kombiniranem prevozu (glej IV. dodatek).

### Annex IV

#### PERFORMANCE PARAMETERS OF TRAINS AND MINIMUM INFRASTRUCTURE STANDARDS

##### A. Requirements for efficient international combined transport services

1. In order to be able to guarantee in efficient and expeditious flow of transport, necessitated by modern methods of production and distribution of goods, international combined transport services should fulfil in particular the following requirements:

(a) departure/arrival in line with customers' requests (in particular late closing times for loading and early placing at disposal of goods), regular services;

(b) short duration of door-to-door transport, high punctuality record, reliable transport times;

(c) reliable and timely information on the transport procedure, simple documentation, low risk of damage;

(d) capability of carrying all types of standard containers and of all loading units that can be carried in international European road haulage. In this context, the foreseeable developments regarding weights and dimensions of loading units have to be taken into consideration.

2. These requirements should be fulfilled through:

(a) high transport speed (measured from the place of departure to the place of destination, including all stops), which should be about the same, or possibly exceed that of end-to-end transport by road;

### Aneks IV

#### PARAMETRI ZMOGLJIVOSTI VLAKOV IN MINIMALNI INFRASTRUKTURNI NORMATIVI

##### A. Zahteve v zvezi z učinkovitostjo storitev v mednarodnem kombiniranem transportu

1. Da bi lahko zagotovile učinkovit in hiter prevoz, ki ga zahtevajo moderne tehnike proizvodnje in distribucije blaga, morajo storitve v mednarodnem kombiniranem transportu izpolnjevati predvsem naslednje zahteve:

(a) odhod/prihod, dogovorjen z zahtevami naročnikov (zlasti skrajni nakladalni časi in pravočasna dostava blaga), redne storitve;

(b) hiter prevoz od vrat do vrat, velika točnost, zanesljivost voznih redov;

(c) zanesljivo in pravočasno obveščanje o prevoznem postopku, enostavna dokumentacija, nizko tveganje škode;

(d) zmožnost prevažanja vseh vrst klasičnih zabojnikov in tovornih enot v mednarodnem evropskem cestnem transportu. Pri tem je treba upoštevati predvidljiv razvoj tež in velikosti transportnih enot.

2. Te zahteve bi morali izpolniti z:

(a) veliko transportno hitrostjo (merjeno od kraja odhoda do namembnega kraja skupaj z vsemi postanki), ki naj bi bila približno enaka ali po možnosti večja kot hitrost cestnega transporta od kraja do kraja;

(b) utilization of non-working hours of consignees (e. g. transport during the night), in order to be able to place the goods at the disposal in the morning hours as desired by the customers;

(c) suitable and sufficient equipment and infrastructure capacities (e. g. adequate loading gauges);

(d) direct trains, if possible (i. e. excluding or reducing to a minimum *en route* transfer of the consignments to other trains);

(e) organizational measures to improve the flow of transport by using modern telecommunication systems.

3. In order to meet the requirements described above, trains and infrastructure facilities should be of satisfactory efficiency, i. e. they should meet certain minimum standards that have to be complied with by all authorities concerned on a given transport relation.

4. The performance parameters and standards below have been established in particular for large international transport volumes, i. e. for transport relations with regular traffic of direct trains or with at least larger wagon groups. Single wagons or special transports could still be operated by conventional goods trains if this satisfies the needs of the customers and the railways concerned.

#### B. Performance parameters of trains

5. Trains used for international combined transport should meet the following minimum standards:

Minimum standards	At present	Target values <sup>4</sup>
Nominal minimum speed	100 km/h	120 km/h
Length of train	600 metres	750 metres
Weight of train	1 200 tonnes	1 500 tonnes
Axle load (wagons)	20 tonnes	20 tonnes (22.5 tonnes at a speed of 100 km/h)

<sup>4</sup>These values should be achieved approximately by the year 2000. They shall not exclude earlier achievement of higher standards as long as these do not impede the international development of combined transport.

If direct trains cannot be run, trains should, if possible, consist of only few wagon groups, the wagons in each group having the same destination. There should be no stops *en route* for operational reasons or frontier-crossing controls, if feasible.

6. Rolling stock shall meet the above standards relating to speed and axle load and shall be capable of carrying all those loading units which have to be taken into consideration in respect of weights and dimensions.

7. Trains of combined transport shall be rated as those with highest priority. Their timetable shall be designed so as to comply with customers requests for reliable and regular transport services.

#### C. Minimum standards for railway lines

8. Railway lines to be used for combined transport shall have an adequate train capacity per day, in order to avoid waiting times for trains of combined transport. These trains should not be delayed by non-working hours.

9. For the improvement of railway lines the infrastructure parameters contained in annex III shall be applicable.

#### D. Minimum standards for terminals

10. For the efficient handling of consignments in terminals the following requirements shall be met:

(b) koriščenjem nedelovnega časa pošiljateljev blaga (npr. prevoz ponoči), da bi blago lahko prispelo do prejemnika v jutranjih urah;

(c) primerno in zadostno opremo ter infrastrukturnimi zmogljivostmi (npr. primernimi nakladalnimi profili);

(d) direktnimi vlaki, če je to mogoče (t.j. brez ali z minimalnim prekladanjem tovora na druge vlake *med potjo*);

(e) organizacijskimi ukrepi za izboljšanje pretoka blaga s pomočjo sodobnih telekomunikacijskih sistemov.

3. Da bi lahko izpolnili opisane zahteve, morajo biti vlaki in infrastrukturni objekti zadovoljive učinkovitosti, t.j. biti morajo v skladu z določenimi minimalnimi standardi, ki jih morajo upoštevati vsi pristojni organi na določeni progi.

4. Parametri in standardi zmogljivosti, opisani spodaj, so bili določeni predvsem za velike kompozicije v mednarodnem transportu, t.j. za prevoze z rednimi direktnimi vlaki ali vsaj večjimi vagonskimi sklopi. Posebne prevoze bi še vedno lahko opravljali s klasičnimi tovornimi vlaki, če to zadovoljuje potrebe naročnikov in železniških podjetij.

#### B. Parametri zmogljivosti vlakov

5. Vlaki, ki se uporabljajo v mednarodnem kombiniranem transportu, morajo izpolnjevati naslednje minimalne standarde:

Minimalni standardi	Sedanje vrednosti	Načrtovane vrednosti*
Nazivna najmanjša hitrost	100 km/h	120 km/h
Dolžina vlaka	600 metrov	750 metrov
Teža vlaka	1200 ton	1500 ton
Oсна-obremenitev (vagoni)	20 ton	20 ton (22,5 tone pri hitrosti 100 km/h)

\* Te vrednosti naj bi dosegli do leta 2000. Te vrednosti ne izključujejo zgodnejšega doseganja višjih standardov, če ti ne ovirajo mednarodnega razvoja kombiniranega prevoza.

Če prevoz ni mogoč z direktnimi vlaki, morajo biti vlaki, če je to mogoče, sestavljeni le iz nekaj vagonskih sklopov, vagoni v vsakem sklopu pa morajo biti namenjeni v isti namembni kraj. *Med potjo* se vlaki ne smejo ustavljati zaradi obratovalnih razlogov ali pri prehodu mej, če je to izvedljivo.

6. Železniška vozna sredstva morajo izpolnjevati standarde o hitrosti in osni obremenitvi in morajo biti sposobna prevažati vse tiste tovarne enote, ki jih je glede teže in velikosti treba upoštevati.

7. Vlaki v kombiniranem prevozu se štejejo za vlake z največjo prednostjo. Njihov vozni čas mora biti usklajen z zahtevami naročnikov glede zanesljivih in rednih storitev.

#### C. Minimalni standardi za železniške proge

8. Dnevna zmogljivost železniških prog, ki se uporabljajo za kombinirani transport, mora biti takšna, da vlakom v kombiniranem transportu ne bo treba čakati. Njihova vožnja se ne sme zakasniti na račun ur počitka.

9. Za izboljšanje železniških prog veljajo infrastrukturni parametri, navedeni v III. dodatku.

#### D. Minimalni standardi za terminale

10. Za učinkovito ravnanje s pošiljkami v terminalih morajo biti izpolnjene naslednje zahteve:

(a) The period from the latest time of acceptance of goods to the departure of trains, and from the arrival of trains to the availability of wagons ready for the unloading of loading units shall not exceed one hour, unless the wishes of customers regarding the latest time of acceptance or disposal of goods can be complied with by other means.

(b) The waiting periods for road vehicles delivering or collecting loading units shall be as short as possible (20 minutes maximum).

(c) The terminal site shall be selected in such a way that:

it is easily and quickly accessible by road from the economic centres;

within the rail network, it is well connected with long-distance lines and, for transport connections with wagon-group traffic, has good access to the fast freight trains of combined transport.

11. The minimum standards for intermediate stations stipulated below shall also relate to terminals.

#### E. Minimum standards for intermediate stations

12. Stops of trains of combined transport *en route*, necessary for technical or operational reasons, for example at wagon group exchange or gauge interchange stations, shall at the same time be used for carrying out work which otherwise would require additional stops (i. e. frontier controls, changing of the locomotive). The infrastructure of such intermediate stations shall comply with the following requirements:

Sufficient train capacity per day on feeder lines to avoid delays of trains in combined transport.

The entries and exits to and from the feeder lines shall allow the trains to filter in and out without delay. Their capacity shall be large enough to avoid delays of arriving and/or departing trains of combined transport.

Sufficient track capacity for the various types of track, as required for the specific work to be carried out in a station, in particular for arrival/departure track, train formation tracks, sorting lines and turn-out tracks, loading tracks and gauge interchange tracks.

The above-mentioned tracks shall have loading gauges that correspond to those of the railway lines to be used (UIC B or UIC C1).

The length of track shall be sufficient to accommodate complete trains of combined transport.

In the case of electric traction the tracks shall be accessible by electric tractive units (at frontier stations: to electric tractive units of the connecting railway concerned).

The capacity for trans-shipment, wagon group exchange, gauge interchange and frontier control shall guarantee that necessary stops can be made as short as possible.

#### (a) Stations for the exchange of wagon groups

13. Combined transport shall, if possible, be carried out by direct trains between the forwarding and the receiving stations. If this is not economical due to the low volume of consignments, and if the transfer of consignments of combined transport is therefore unavoidable, it should be done at least by wagon groups. Stop-over times to carry out these tasks shall not exceed 30 minutes each. This could be achieved by an appropriate formation of trains (which should run over as long distances as possible, also across borders) together with an adequate infrastructure of the wagon group exchange stations.

(a) Čas od zadnjega prejema blaga do odhoda vlakov in od prihoda vlakov do pripravljenosti vagonov za razkladanje tovornih enot ne sme biti daljši od ene ure, razen če se želje naročnikov glede zadnje ure prejema ali izročitve blaga ne uskladijo kako drugače.

(b) Čakalna doba za cestna vozila, ki dostavljajo ali prevzemajo tovarne enote, mora biti čim krajša (največ 20 minut).

(c) Pri izbiri lokacije za terminal je treba upoštevati:

da je zlahka in hitro dostopna po cesti iz smeri gospodarskih središč;

da je znotraj železniškega omrežja dobro povezana s progami na velike razdalje in da ima, kar zadeva prevoze z vagonskimi kompozicijami, dober dostop do hitrih tovornih vlakov v kombiniranem prevozu.

11. Minimalni standardi za vmesne postaje se tudi nanašajo na terminale.

#### E. Minimalni standardi za vmesne postaje

12. Postanki vlakov v kombiniranem transportu *med potjo*, potrebni iz tehničnih ali operativnih razlogov, na primer na postajah ob zamenjavah vagonskih kompozicij ali spremembi širine kolotekov, se hkrati izkoristijo tudi za opravila, ki bi sicer zahtevala dodatno ustavljanje vlakov (t.j. mejni nadzor, zamenjava lokomotive). Infrastruktura vmesnih postaj mora biti v skladu z naslednjimi zahtevami:

Zadostna dnevna zmogljivost vlakov na dovoznih progah, da vlaki v kombiniranem transportu nimajo zamude.

Vstopi in izstopi na in z dovoznih prog morajo vlakom omogočati tekoče prehajanje. Njihova zmogljivost mora biti takšna, da vlaki v kombiniranem transportu pri prihodih oz. odhodih nimajo zamude.

Zadostna zmogljivost različnih vrst tirov, ki se zahteva za opravljanje posebnih del na teh postajah, zlasti tirov za prihode in odhode vlakov, tirov za sestavo vlakov, ranžirnih tirov in tirov za odklone v levo ali desno, nakladalnih tirov in tirov za spremembo širine kolotekov.

Omenjeni tiri morajo imeti nakladalne profile, ki so v skladu s profili uporabljenih železniških prog (UIC B ali UIC C1).

Dolžina tira mora biti tolikšna, da lahko sprejme celotni vlak v kombiniranem transportu.

Pri električni vleki morajo biti tiri dostopni za električne vlečne naprave (na mejnih postajah: električne vlečne naprave priključne železnice).

Zmogljivosti pretovarjanja, izmenjava vagonskih kompozicij, sprememba širine koloteka in mejni nadzor morajo zagotavljati čim krajše postanke vlakov.

#### (a) Postaje za izmenjavo vagonskih kompozicij

13. Kombinirani transport se, kolikor je mogoče, opravlja z direktnimi vlaki med odhodnimi in namembnimi postajami. Če to zaradi premajhnih pošiljk ni gospodarno in je pretovarjanje pošiljk zaradi tega neizogibno, naj se opravi vsaj po vagonskih kompozicijah. Postanki zaradi pretovarjanja ne smejo biti daljši od 30 minut. To se lahko doseže z ustrežno sestavo vlakov (ki naj vozijo na kolikor mogoče dolgih razdaljah, tudi čez meje) in primerno infrastrukturo postaj za izmenjavo vagonskih kompozicij.

**(b) Border-crossing points**

14. Trains of combined transport shall run as far as possible all the way across borders to a station where the exchange of wagon groups is necessary in any case or to their final point of destination, without having to stop *en route*. There shall be, if possible, no stops at the border or, if unavoidable, only very short stops (of no more than 30 minutes). This shall be achieved:

by not carrying out work normally effected at the frontier or, if this is not possible, by shifting this work to inland places where the trains have to stop in any case for technical and/or administrative reasons;

by stopping only once, if at all, at joint border stations.

**(c) Gauge interchange stations**

15. To be able to fulfil future requirements, time saving and cost-effective procedures shall have to be developed. When transferring loading units to wagons of the other gauge, the requirements developed above for terminal trans-shipment shall be applied analogously. Stops at such gauge interchange stations should take as little time as possible. The available gauge interchange or transfer capacity shall be sufficient to guarantee short stops.

**(d) Ferry links/ports**

16. Transport services shall correspond with the ferry services offered. Stops at the ports for consignments in combined transport should be as short as possible (if possible not more than one hour). In addition to an appropriate infrastructure of the ferry port station and appropriate ferry boats (see paragraph 17 below) this shall be achieved by the following measures:

For necessary frontier control measures the requirements mentioned in paragraph 14 shall apply;

Timetables for ferries and railways should be co-ordinated and advance information to accelerate the loading of ships and/ or train formation shall be provided.

17. Ferry boats used for combined transport shall comply with the following requirements:

Appropriate sizes and types of vessels as required by the relevant loading units/goods wagons.

Quick loading and unloading of ferry boats and storage of loading units/wagons in accordance with the requirements of the subsequent carriage by rail (separation of combined transport from passenger and/or road transport, where appropriate).

If loading units stay on wagons during the crossing ferry boats shall be easily accessible, and time-consuming marshalling operations should not be necessary. Loading gauge, axle mass, etc. should comply with the line parameter described in annex III.

If the transfer of loading units has to be effected without wagons, the possibly necessary transport by road between ferry terminal and railway terminal should be characterized by short distances and good road connections.

**3. člen**

Za izvajanje sporazuma skrbi ministrstvo, pristojno za promet in zveze.

**4. člen**

Ta zakon začne veljati petnajsti dan po objavi v Uradnem listu Republike Slovenije - Mednarodne pogodbe.

Št. 326-03/94-5/1

Ljubljana, dne 19. julija 1994.

**(b) Mejni prehodi**

14. Vlaki v kombiniranem transportu naj vozijo čim dlje čez meje do postaje, na kateri je že tako treba zamenjati vagonске kompozicije, ali do končnega namembnega kraja brez ustavljanja *med potjo*. Če je to možno, naj se na mejah ne ustavljajo, če pa je to neizogibno, naj bodo postanki zelo kratki (največ 30 minut). To pa se doseže:

če se siceršnji postopki na mejah ne opravijo ali, kadar to ni možno, če se ti postopki opravijo v drugih krajih na ozemlju, kjer se morajo vlaki tako in tako ustaviti zaradi tehničnih oz. upravnih razlogov;

če se vlaki ustavijo le enkrat, če sploh, na skupnih mejnih postajah.

**(c) Postaje za spremembo širine koloteka**

15. Da bi lahko izpolnili prihodnje zahteve, je treba razviti postopke, ki so časovno in stroškovno ekonomični. Pri pretovarjanju tovornih enot na vagonе z drugačnim kolotekom veljajo podobne zahteve kot za pretovarjanje na terminalih. Postanki na postajah za spremembo širine kolotekov naj bodo kolikor mogoče kratki, zato mora biti njihova zmogljivost takšna, da to omogoča, prav tako pa tudi zmogljivost pretovarjanja.

**(d) Trajektne povezave/pristanišča**

16. Prevozne storitve morajo ustrezati ponujenim trajektnim storitvam. Postanki v pristaniščih za tovore v kombiniranem prevozu naj bodo čim krajši (če je to mogoče, ne daljši kot eno uro). Da bi to dosegli, so poleg primerne infrastrukture trajektnega pristanišča in ustreznih ladij (glej spodnji 1. odstavek) potrebni še naslednji ukrepi:

za potrebne postopke mejnega nadzora veljajo zahteve, omenjene v 14. odstavku;

vozni redi za trajekte in vlake morajo biti usklajeni, zagotovljeno mora biti tudi vnaprejšnje obveščanje, da se pospeši nakladanje ladij oz. vlakovnih kompozicij.

17. Trajekti, ki se uporabljajo za kombinirani transport, morajo ustrezati naslednjim zahtevam:

primerna velikost in vrsta plovil, ki ustrezajo posameznim tovornim enotam/vagonom;

hitro nakladanje in razkladanje trajektov in skladiščenje transportnih enot/vagonov v skladu z zahtevami poznejšega železniškega transporta (ločevanje kombiniranega prevoza od potniškega oz. cestnega transporta, kjer je to ustrezno);

če tovarne enote med plovbo ostanejo na vagonih, morajo biti trajekti zlahka dostopni, razne operacije manipuliranja, ki vzamejo veliko časa, pa opuščene. Nakladalni profil, osna obremenitev itd. morajo biti v skladu s parametri, opisanimi v III. dodatku.

Če se tovarne enote ne pretovarjajo na vagonе, naj bo cestna razdalja med trajektnim in železniškim terminalom čim krajša, cestna povezava pa čim boljša.

Predsednik  
Državnega zbora  
Republike Slovenije  
mag. Herman Rigelnik l. r.

## 86.

Na podlagi tretjega odstavka 63. člena Zakona o zunanjih zadevah (Uradni list RS, št. 1/91-I) izdaja Vlada Republike Slovenije

**UREDBO**  
**O RATIFIKACIJI SPORAZUMA MED REPUBLIKO SLOVENIJO IN VZHODNO REPUBLIKO URUGVAJ**  
**O UKINITVI VIZUMOV**

## 1. člen

Ratificira se Sporazum med Republiko Slovenijo in Vzhodno republiko Urugvaj o ukinitvi vizumov, podpisan v Montevideu 3. maja 1994.

## 2. člen

Sporazum se v izvirniku v slovenskem in španskem jeziku glasi:

**SPORAZUM**  
**MED REPUBLIKO SLOVENIJO IN VZHODNO**  
**REPUBLIKO URUGVAJ O UKINITVI VIZUMOV**

## 1. člen

Slovenski državljani, imetniki veljavnih potnih listov Republike Slovenije lahko vstopajo v Urugvaj preko kateregakoli za to določenega mejnega prehoda in tam bivajo določeno časovno obdobje, ki ne presega treh mesecev, ne da bi pri tem potrebovali vizum.

## 2. člen

Urugvajski državljani, imetniki veljavnih potnih listov Vzhodne Republike Urugvaj lahko vstopajo v Slovenijo preko kateregakoli za to določenega mejnega prehoda in tam bivajo določeno časovno obdobje, ki ne presega treh mesecev, ne da bi pri tem potrebovali vizum.

## 3. člen

Ukinitiv vizumov ne pomeni, da osebe, na katere se ta sporazum nanaša, niso dolžne spoštovati zakonov in predpisov zadevne države glede vstopa, začasnega ali trajnega bivanja in dela.

## 4. člen

Obe pogodbenici bosta izmenjali vzorce veljavnih potnih listov pred začetkom veljave tega sporazuma. V primeru, da ena od pogodbenic uvede nov potni list, mora o tem obvestiti drugo pogodbenico trideset dni pred pričetkom veljave novega potnega lista ter priložiti vzorec le-tega.

## 5. člen

Pristojni organi obeh držav si pridržujejo pravico do zavrnitve vstopa ali bivanja v državi nezaželenim osebam.

## 6. člen

Pristojni organi obeh držav se obvezujejo, da bodo brez formalnosti dovolili ponoven vstop na svoje ozemlje kateremukoli svojemu državljanu.

**ACUERDO**  
**ENTRE LA REPUBLICA DE ESLOVENIA Y LA**  
**REPUBLICA ORIENTAL DEL URUGUAY**  
**RELATIVO A EXENCION DE VISAS**

## Artículo 1

Los titulares de pasaportes válidos y vigentes de la República de Eslovenia podrán entrar libremente a la República Oriental del Uruguay por cualquier punto de ingreso y permanecer en su territorio por un periodo que no exceda de tres meses, sin el requisito de la obtención de un visado.

## Artículo 2

Los titulares de pasaportes válidos y vigentes de la República Oriental del Uruguay podrán entrar libremente a la República de Eslovenia por cualquier punto de ingreso y permanecer en su territorio por un período que no exceda de tres meses, sin el requisito de la obtención de un visado.

## Artículo 3

Se da por entendido que la exención del requisito de visado no exime a las personas beneficiadas por el presente Acuerdo de la necesidad de cumplir con las leyes y reglamentos que rigen en los respectivos Estados concernientes a la entrada, residencia (temporaria o permanente) y trabajo.

## Artículo 4

Ambas Partes intercambiarán ejemplares de los pasaportes vigentes con anterioridad a la entrada en vigor del Acuerdo. Si se introducen modificaciones al mismo por una de las Partes, la otra debe ser notificada de las mismas, con la correspondiente remisión de un nuevo ejemplar, como mínimo con treinta días de anticipación a la entrada en vigor de las referidas modificaciones.

## Artículo 5

Las autoridades de ambos Estados se reservan el derecho de negar la entrada o permanencia en el país a personas consideradas indeseables.

## Artículo 6

Las autoridades de ambos Estados se comprometen a readmitir sin formalidades, en su territorio, a cualquiera de sus ciudadanos.

## 7. člen

Vsaka vlada lahko začasno preneha izvajati ta sporazum, delno ali v celoti, z izjemo 6. člena, iz razlogov javnega reda. Takšno prenehanje izvajanja se mora nemudoma sporočiti drugi vladi po diplomatski poti.

## 8. člen

Ta sporazum se bo začel uporabljati z dnem podpisa, veljati pa bo začel na dan, ko se strani medsebojno obvestita o izpolnitvi potrebnih notranjih pogojev v ta namen. Sporazum se lahko odpove s strani obeh vlad s predhodnim pisnim obvestilom. Odpoved bo stopila v veljavo mesec dni od dneva obvestila.

Sestavljeno v Montevideu dne 3. maja 1994 v dveh izvornikih v slovenskem in španskem jeziku, pri čemer so vsa besedila enako verodostojna.

Za Vlado  
Republike Slovenije  
**Lojze Peterle** l. r.

Za Vlado Vzhodne  
Republike Urugvaj  
**Sergio Abreu Bonilla** l. r.

Por el Gobierno de la  
Republica de Eslovenia  
**Lojze Peterle** fdo.

Por el Gobierno de la  
Republica Oriental  
del Uruguay  
**Sergio Abreu Bonilla** fdo.

## 3. člen

Za izvajanje sporazuma skrbita Ministrstvo za notranje zadeve in Ministrstvo za zunanje zadeve.

## 4. člen

Ta uredba začne veljati naslednji dan po objavi v Uradnem listu Republike Slovenije – Mednarodne pogodbe.

Št. 900-03/94-39/1-8

Ljubljana, dne 4. avgusta 1994.

**Vlada Republike Slovenije**

**dr. Janez Drnovšek** l. r.  
Predsednik

## 87.

Na podlagi tretjega odstavka 63. člena Zakona o zunanjih zadevah (Uradni list RS, št. 1/91-I) izdaja Vlada Republike Slovenije

**UREDBO  
O RATIFIKACIJI SPORAZUMA MED VLADO REPUBLIKE SLOVENIJE IN VLADO REPUBLIKE ČILE O  
ODPRAVI VIZUMOV ZA IMETNIKE DIPLOMATSKIH, SLUŽBENIH IN POSEBNIH POTNIH LISTOV**

## 1. člen

Ratificira se Sporazum med Vlado Republike Slovenije in Vlado Republike Čile o odpravi vizumov za imetnike diplomatskih, službenih in posebnih potnih listov, sklenjen z izmenjavo not z dne 2. junija 1994 in 14. julija 1994.

## 2. člen

Sporazum se v izvorniku v angleškem in španskem jeziku ter v prevodu v slovenskem jeziku glasi:

Republic of Slovenia  
Ministry for Foreign Affairs

No. 921-92-3930/94

The Ministry of Foreign Affairs of the Republic of Slovenia presents its compliments to the Embassy of the Republic of Chile and has the honour to propose a reciprocal abolition of visa requirements for holders of diplomatic, service and special passports on the following terms:

1. The nationals of the Republic of Slovenia and the nationals of the Republic of Chile who are holders of valid diplomatic, service and special passports may enter the territory of the Republic of Chile and the territory of the Republic of Slovenia, respectively without being required to obtain a visa.

2. The holders of above-mentioned passports may stay in the Slovenian or Chilean territory up to three months, with multiple entries.

3. The holders of diplomatic, service and special passports exercising functions as members of the respective diplomatic or consular missions may enter, stay in and leave the receiving State freely during the period of their assignment.

4. The abolition of visa requirements established by this Agreement shall not exempt the holders of the mentioned passports from the obligation to comply with the laws and regulations in force in the respective State with regard to entry, stay and exit.

5. Both Governments reserve the right discreetly to refuse permission of entry to a certain person whose presence in the State is considered inconvenient.

6. The present Agreement shall remain in force for an indefinite period. Either Contracting Party may terminate it with a three-month notice in writing through diplomatic channels.

If the above proposal is acceptable to the Government of the Republic of Chile, I have the honour to suggest that the present note and the note in reply shall constitute an Agreement between the two Governments on the abolition of visa requirements for holders of diplomatic, service and special passports which shall enter into force thirty days following the date of the note in reply.

The Ministry of Foreign Affairs of the Republic of Slovenia avails itself of this opportunity to renew to the Embassy of the Republic of Chile the assurances of its highest consideration.

Ljubljana, 2 June 1994

Embassy of the Republic  
of Chile  
Vienna

Republica de Chile  
Ministerio de Relaciones Exteriores  
Embajada Concurrente en Eslovenia

No 131/94

#### NOTA VERBAL

La Embajada de Chile saluda muy atentamente al Ministerio de Relaciones Exteriores de la República de Eslovenia y tiene el honour de acusar recibo de su Nota N- 921-923-3930/94, de fecha 2 de junio de 1994, cuyo texto en idioma español es el siguiente:

Republika Slovenija  
Ministrstvo za zunanje zadeve

Št.: 921-92-3930/94

Ministrstvo za zunanje zadeve Republike Slovenije izraža spoštovanje Veleposlaništvu Republike Čile in mu ima čast predlagati vzajemno odpravo vizumov za imetnike diplomatskih, službenih in posebnih potnih listov kot sledi:

1. Državljeni Republike Slovenije in državljani Republike Čile, imetniki veljavnih diplomatskih, službenih in posebnih potnih listov lahko vstopijo na ozemlje Republike Čile in ozemlje Republike Slovenije brez obveznosti pridobitve vizuma.

2. Imetniki zgoraj omenjenih potnih listov lahko bivajo na slovenskem ali čilskem ozemlju do treh mesecev, s pravico večkratnega vstopa.

3. Imetniki diplomatskih, službenih in posebnih potnih listov, ki opravljajo funkcije članov diplomatskih in konzularnih misij, lahko prosto vstopijo, bivajo in izstopijo iz države sprejema, v času trajanja njihove misije.

4. Odprava vizumov, ustanovljena s tem sporazumom, ne oprošča imetnikov omenjenih potnih listov obveznosti, da spoštujejo veljavne zakone in predpise o vstopanju, bivanju in izstopanju iz zadevne države.

5. Obe vladi si pridržujeta diskrecijsko pravico, da ne dovolita vstopa tistim osebam, katerih prisotnost je v državi nezaželena.

6. Ta sporazum se sklene za nedoločen čas. Vsaka od pogodbenic ga lahko odpove s pisnim obvestilom po diplomatski poti, z odpovednim rokom treh mesecev.

Če je navedeni predlog za Vlado Republike Čile sprejemljiv, imam čast predlagati, da ta nota in nota-odgovor tvorita sporazum med vladama o odpravi vizumov za imetnike diplomatskih, službenih in posebnih potnih listov, ki začne veljati trideset dni po datumu note-odgovora.

Ministrstvo za zunanje zadeve Republike Slovenije ponovno izkorišča to priložnost, da Veleposlaništvu Republike Čile izrazi zagotovila svojega najglobljega spoštovanja.

Ljubljana, 2. junij 1994

Veleposlaništvo Republike Čile  
Dunaj

Republika Čile  
Ministrstvo za zunanje zadeve

Št.: 131/94

#### VERBALNA NOTA

Veleposlaništvo Čila pozdravlja Ministrstvo za zunanje zadeve Republike Slovenije in ima čast potrditi prejem njegove note št.: 921-923/3930/94 z dne 2. junija 1994, katere vsebina se v španščini glasi:



«El Ministerio de Relaciones Exteriores de la República de Eslovenia saluda muy atentamente a la Embajada de la República de Chile y tiene el honor de proponer la recíproca abolición del requisito de visa para los titulares de pasaportes diplomáticos, oficiales y especiales en los términos siguientes:

1) Los nacionales de la República de Eslovenia y de la República de Chile, titulares de pasaportes diplomáticos, oficiales y especiales válidos, podrán ingresar a los territorios de las Repúblicas de Chile y Eslovenia respectivamente, exentos del requisito de visa.

2) Los titulares de los pasaportes antes mencionados podrán permanecer hasta tres meses en el territorio esloveno o chileno, con reingresos múltiples.

3) Los titulares de pasaportes diplomáticos, oficiales y especiales que presten servicios como miembros de las respectivas misiones diplomáticas o consulares, podrán ingresar, permanecer y salir libremente del país receptor durante el periodo que dure su misión.

4) La supresión del requisito de visa establecido por el presente Acuerdo no exime a los titulares de dichos pasaportes de la observancia de las leyes y reglamentos en vigor relativas a la entrada, permanencia y salida de los respectivos países.

5) Ambos Gobiernos se reservan el derecho de permitir el ingreso en forma discrecional, cuando consideren inconveniente la entrada al país de una persona determinada.

6) El presente Acuerdo tendrá duración indefinida. Podrá ser denunciado por cualquiera de las partes mediante aviso por escrito, previo de tres meses, por la vía diplomática.

Si dicha proposición es aceptable para el Gobierno de Chile, me permito proponer que la presente Nota y la Nota en respuesta constituyan un Acuerdo entre ambos Gobiernos para la exención del requisito de visa para titulares de pasaportes diplomáticos, oficiales y especiales, que entrará en vigencia treinta días después de la fecha de la Nota de respuesta.

El Ministerio de Relaciones Exteriores de la República de Eslovenia hace propicia la oportunidad para reiterar a la Embajada de Chile las seguridades de su más alta y distinguida consideración.»

La Embajada de Chile tiene el agrado de confirmar que el contenido de dicha Nota es aceptable para el Gobierno de Chile como texto de un Acuerdo de Exención del requisito de visa en pasaportes diplomáticos, oficiales y especiales de ambos países.

La Embajada de Chile hace propicia la oportunidad para reiterar al Ministerio de Relaciones Exteriores de la República de Eslovenia las seguridades de su más alta y distinguida consideración.

Vienna, 14 de julio de 1994.

Al Ministerio de Relaciones Exteriores  
de la República de Eslovenia  
Ljubljana

»Ministrstvo za zunanje zadeve Republike Slovenije izraža spoštovanje Veleposlaništvu Republike Čile in mu ima čast predlagati vzajemno odpravo vizumov za imetnike diplomatskih, službenih in posebnih potnih listov kot sledi:

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3. Imetniki diplomatskih, službenih in posebnih potnih listov, ki opravljajo funkcije članov diplomatskih ali konzularnih misij, lahko prosto vstopijo, bivajo in izstopijo iz države sprejema v času trajanja njihove misije.

4. Odprava vizumov, ustanovljena s tem sporazumom, ne oprošča imetnikov omenjenih potnih listov obveznosti, da spoštujejo veljavne zakone in predpise o vstopanju, bivanju in izstopanju iz zadevne države.

5. Obe vladi si pridržujeta diskrecijsko pravico, da ne dovolita vstopa tistim osebam, katerih prisotnost je v državi nezaželena.

6. Ta sporazum se sklene za nedoločen čas. Vsaka od pogodbenic ga lahko odpove s pisnim obvestilom po diplomatski poti, z odpovednim rokom treh mesecev.

Če je navedeni predlog za Vlado Republike Čile sprejemljiv, imam čast predlagati, da ta nota in nota-odgovor tvorita sporazum med vladama o odpravi vizumov za imetnike diplomatskih, službenih in posebnih potnih listov, ki začne veljati trideset dni po datumu note-odgovora.

Ministrstvo za zunanje zadeve Republike Slovenije ponovno izkorišča to priložnost, da Veleposlaništvu Republike Čile izrazi zagotovila svojega najglobljega spoštovanja.

Veleposlaništvo Čila ima čast potrditi, da je vsebina navedene note sprejemljiva za Vlado Čila, kot tekst sporazuma o odpravi vizumov za imetnike diplomatskih, službenih in posebnih potnih listov obeh držav.

Veleposlaništvo Čila izkorišča priložnost, da ponovno izrazi Ministrstvu za zunanje zadeve Republike Slovenije zagotovilo najodličnejšega spoštovanja.

Dunaj, 14. julij 1994

Ministrstvu za zunanje zadeve  
Republike Slovenije  
Ljubljana

## 3. člen

Za izvajanje sporazuma skrbita Ministrstvo za notranje zadeve in Ministrstvo za zunanje zadeve.

## 4. člen

Ta uredba začne veljati naslednji dan po objavi v Uradnem listu Republike Slovenije – Mednarodne pogodbe.

Št. 900-03/93-19/2-8

Ljubljana, dne 4. avgusta 1994.

**Vlada Republike Slovenije**

**dr. Janez Drnovšek l. r.**  
Predsednik

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**VSEBINA**

<b>83. Zakon o ratifikaciji Sporazuma med Vlado Republike Slovenije in Vlado Kraljevine Švedske o mednarodnem cestnem prevozu potnikov in blaga in dodatnega protokola k sporazumu ter sporazuma o spremembah in dopolnitvah dodatnega protokola</b>	<b>Stran</b>
<b>84. Zakon o ratifikaciji Sporazuma med Vlado Republike Slovenije in Vlado Kraljevine Belgije o zračnem prometu</b>	<b>965</b>
<b>85. Zakon o ratifikaciji Evropskega sporazuma o pomembnejših progah mednarodnega kombiniranega transporta in pripadajočih napravah (AGTC)</b>	<b>972</b>
<b>86. Uredba o ratifikaciji Sporazuma med Republiko Slovenijo in Vzhodno republiko Urugvaj o ukinitvi vizumov</b>	<b>982</b>
<b>87. Uredba o ratifikaciji Sporazuma med Vlado Republike Slovenije in Vlado Republike Čile o odpravi vizumov za imetnike diplomatskih, službenih in posebnih potnih listov</b>	<b>1010</b>
	<b>1011</b>